



Town of Arlington Select Board

Meeting Agenda

June 29, 2020

7:15 PM

Conducted by Remote Participation

1. Executive Order on Remote Participation

CONSENT AGENDA

2. Minutes of Meetings: June 1, 2020; June 8, 2020; June 15, 2020

3. Reappointments (all terms to expire 6/30/2023)

Commission on Disabilities

Liza Molina

Community Preservation Act Committee

Eric Helmuth

Clarissa Rowe

Conservation Commission

Susan Chapnick

Catherine Garnett

Pamela Heidell

Human Resource Board

Cynthia Gallagher

Julie McKenzie

Library Board of Trustees

Katharine Fennelly

Redevelopment Board

Rachel Zsembery

4. Reappointments: Board of Registrar of Voters

William Logan (Democratic Appointee)

(term to expire 3/31/2021)

John L. Worden III (Republican Appointee)

(term to expire 3/31/2023)

5. Request: Contractor/Drainlayer License

New England Style, Inc., 244 Howard Street, Northborough, MA

PUBLIC HEARINGS

6. 7:15 p.m. Edmund Road (134' nely of Brand Street to Washington Street)
 - a) Request: Repair to Private Way
 - b) Betterment OrderChristine Aquilino, Resident

APPOINTMENTS

7. Grants Committee of the Arlington Commission for Arts and Culture (formerly Arlington Cultural Council)
Nicholas Castellano (term to expire 6/30/2023)
8. Minuteman School Committee Representative, Arlington
A. Michael Ruderman (term to expire 6/30/2023)

LICENSES & PERMITS

9. For Approval: Sidewalk Cafe License
Menotomy Grill, 25 Massachusetts Avenue, William Lyons

CITIZENS OPEN FORUM

Except in unusual circumstances, any matter presented for consideration of the Board shall neither be acted upon, nor a decision made the night of the presentation in accordance with the policy under which the Open Forum was established. It should be noted that there is a three minute time limit to present a concern or request.

TRAFFIC RULES & ORDERS / OTHER BUSINESS

10. Update: Sustainable Transportation Plan
Jenny Raitt, Director of Planning & Community Development
Daniel Amstutz, Senior Transportation Planner
11. Update: Economic Recovery Taskforce - Consumer Survey Results
Jenny Raitt, Director of Planning & Community Development
12. Discussion & Potential Approval: Modifications to Medford Street & Broadway Plaza to Expand Outdoor Dining Options
Jenny Raitt, Director of Planning & Community Development
Daniel Amstutz, Senior Transportation Planner
13. Request Endorsement: National Endowment for the Arts Grant Application
Anne and Chris Ellinger, True Story Theatre
14. For Approval: Arlington Preservation Fund Loan
Patrick Guthrie, President, Arlington Preservation Fund
15. Overview and Presentation: Proposed Redevelopment at 1165R Massachusetts Avenue
1165R Mass MA Property, LLC, Developer
Mary Winstanley O'Connor, Attorney
16. Discussion: Thorndike Place Comprehensive Permit
John V. Hurd, Chair

CORRESPONDENCE RECEIVED

17. Additional Traffic Calming Request for Magnolia Park Entrance on Thorndike Street
Bill Palmteer, 112 Thorndike Street

18. Property at 400-402 Massachusetts Avenue
Christopher Loreti, 56 Adams Street

NEW BUSINESS

EXECUTIVE SESSION

Next Scheduled Meeting of Select Board July 20, 2020

You are invited to a Zoom webinar.

When: Jun 29, 2020 07:15 PM Eastern Time (US and Canada)

Topic: Select Board Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/96652143140>

Or iPhone one-tap :

US: +13126266799,,96652143140# or +16468769923,,96652143140#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or +1 253 215 8782 or +1 346 248 7799 or +1 408 638 0968 or +1 669 900 6833

Webinar ID: 966 5214 3140

International numbers available: <https://zoom.us/u/adThW0dviV>

Notice to the Public on meeting privacy In the interests of preventing abuse of videoconferencing technology (i.e. Zoom Bombing) all participants, including members of the public, wishing to engage via the Zoom App must register for *each meeting* and will notice multi-step authentication protocols. Please allow additional time to join the meeting. Further, members of the public who wish to participate without providing their name may still do so by telephone dial-in information provided above.

Members of the public are asked to send written comment to amaher@town.arlington.ma.us by June 29, 2020 at 3:00 p.m.

Documents regarding agenda items will be made available via Novus Agenda and the Town's Website.

<https://www.mass.gov/doc/open-meeting-law-order-march-12-2020/download>



Town of Arlington, Massachusetts

Executive Order on Remote Participation

Summary:

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Executive_Order_on_Remote_Participation.pdf	Executive Order on Remote Participation



OFFICE OF THE GOVERNOR
COMMONWEALTH OF MASSACHUSETTS
STATE HOUSE • BOSTON, MA 02133
(617) 725-4000

CHARLES D. BAKER
GOVERNOR

KARYN E. POLITO
LIEUTENANT GOVERNOR

**ORDER SUSPENDING CERTAIN PROVISIONS
OF THE OPEN MEETING LAW, G. L. c. 30A, § 20**

WHEREAS, on March 10, 2020, I, Charles D. Baker, Governor of the Commonwealth of Massachusetts, acting pursuant to the powers provided by Chapter 639 of the Acts of 1950 and Section 2A of Chapter 17 of the General Laws, declared that there now exists in the Commonwealth of Massachusetts a state of emergency due to the outbreak of the 2019 novel Coronavirus ("COVID-19"); and

WHEREAS, many important functions of State and Local Government are executed by "public bodies," as that term is defined in G. L. c. 30A, § 18, in meetings that are open to the public, consistent with the requirements of law and sound public policy and in order to ensure active public engagement with, contribution to, and oversight of the functions of government; and

WHEREAS, both the Federal Centers for Disease Control and Prevention ("CDC") and the Massachusetts Department of Public Health ("DPH") have advised residents to take extra measures to put distance between themselves and other people to further reduce the risk of being exposed to COVID-19. Additionally, the CDC and DPH have advised high-risk individuals, including people over the age of 60, anyone with underlying health conditions or a weakened immune system, and pregnant women, to avoid large gatherings.

WHEREAS, sections 7, 8, and 8A of Chapter 639 of the Acts of 1950 authorize the Governor, during the effective period of a declared emergency, to exercise authority over public assemblages as necessary to protect the health and safety of persons; and

WHEREAS, low-cost telephone, social media, and other internet-based technologies are currently available that will permit the convening of a public body through virtual means and allow real-time public access to the activities of the public body; and

WHEREAS section 20 of chapter 30A and implementing regulations issued by the Attorney General currently authorize remote participation by members of a public body, subject to certain limitations;

NOW THEREFORE, I hereby order the following:

(1) A public body, as defined in section 18 of chapter 30A of the General Laws, is hereby relieved from the requirement of section 20 of chapter 30A that it conduct its meetings in a public place that is open and physically accessible to the public, provided that the public body makes provision to ensure public access to the deliberations of the public body for interested members of the public through adequate, alternative means.

Adequate, alternative means of public access shall mean measures that provide transparency and permit timely and effective public access to the deliberations of the public body. Such means may include, without limitation, providing public access through telephone, internet, or satellite enabled audio or video conferencing or any other technology that enables the public to clearly follow the proceedings of the public body while those activities are occurring. Where allowance for active, real-time participation by members of the public is a specific requirement of a general or special law or regulation, or a local ordinance or by-law, pursuant to which the proceeding is conducted, any alternative means of public access must provide for such participation.

A municipal public body that for reasons of economic hardship and despite best efforts is unable to provide alternative means of public access that will enable the public to follow the proceedings of the municipal public body as those activities are occurring in real time may instead post on its municipal website a full and complete transcript, recording, or other comprehensive record of the proceedings as soon as practicable upon conclusion of the proceedings. This paragraph shall not apply to proceedings that are conducted pursuant to a general or special law or regulation, or a local ordinance or by-law, that requires allowance for active participation by members of the public.

A public body must offer its selected alternative means of access to its proceedings without subscription, toll, or similar charge to the public.


(2) Public bodies are hereby authorized to allow remote participation by all members in any meeting of the public body. The requirement that a quorum of the body and the chair be physically present at a specified meeting location, as provided in G. L. c. 30A, § 20(d) and in 940 CMR 29.10(4)(b), is hereby suspended.

(3) A public body that elects to conduct its proceedings under the relief provided in sections (1) or (2) above shall ensure that any party entitled or required to appear before it shall be able to do so through remote means, as if the party were a member of the public body and participating remotely as provided in section (2).

(4) All other provisions of sections 18 to 25 of chapter 30A and the Attorney General's implementing regulations shall otherwise remain unchanged and fully applicable to the activities of public bodies.

This Order is effective immediately and shall remain in effect until rescinded or until the State of Emergency is terminated, whichever happens first.

Given in Boston at 6:40 PM this 12th day of
March, two thousand and twenty.

A handwritten signature in dark ink, appearing to read "Charles D. Baker", written over a horizontal line.

CHARLES D. BAKER
GOVERNOR
Commonwealth of Massachusetts



Town of Arlington, Massachusetts

Minutes of Meetings: June 1, 2020; June 8, 2020; June 15, 2020

Summary:

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	6.1.2020_draft_minutes.docx	Draft Minutes 6.1.2020
▢	Reference Material	6.8.2020_draft_minutes.docx	Draft Minutes 6.8.2020
▢	Reference Material	6.15.2020_draft_minutes.docx	Draft Minutes 6.15.2020



Select Board Meeting Minutes

Date: June 1, 2020

Time: 7:15 PM

Location: Conducted by Remote Participation

Present: Mrs. Mahon, Chair, Mr. Dunn, Vice Chair, Mr. Curro, Mr. Hurd, Mr. DeCoursey
Also Present: Mr. Chapdelaine, Mr. Heim, Ms. Maher

Mrs. Mahon spoke in regards to George Floyd and the issues that have been percolating for far too long. Mrs. Mahon stated that the video that has surfaced of Mr. Floyd's death shook the nation to the core and states that she is hopeful that this will be the watershed moment because of Arlington and the residents and employees it has. Mrs. Mahon stated that she is proud of an Arlington student Isa Dray who has organized peaceful, social distancing protests in Arlington from 6:00p.m. – 7:00p.m. Mrs. Mahon noted that Father Mark from Saint Agnes Parish started Sunday from 5:00.p.m. walking from Saint Agnes to the Town Hall where he gave some thoughts and prayers of strength and hope to help Arlington as well as the rest of the Country. Mrs. Mahon stated that the Town staff has taken this issue head-on when concerned residents came in and provided testimony to us.

Mrs. Mahon noted that the Town Manager, Adam Chapdelaine would be briefly leaving the Select Board Meeting to attend the Finance Committee Meeting and will resume after that meeting is completed.

1. Executive Order on Remote Participation

Mrs. Mahon opened the meeting by explaining that due to the current State of Emergency, to lower the risk of the spread of COVID-19, the Town has been advised and directed by the Commonwealth to suspend public gatherings, and as such the Governor's orders suspends the requirement of the Open Meeting Law to have all meetings in a public and accessible location. Public bodies may meet entirely remotely as long as the public can access the meeting. The meeting reference materials and how to access the remote meeting are posted on the Town's website. The Chair asked participants that would like to speak, to use their full name rather than a nickname.

Mrs. Mahon wanted to go over some business ground rules for effective and clear conduct of the meeting and to ensure accurate meeting minutes:

The Chair will introduce each speaker on the agenda, after they conclude their remarks; Mrs. Mahon will ask each member of the Board for their remarks or a motion. Please wait until your name is called. Please remember to mute your phone or computer when

you are not speaking and to speak clearly. For any response, please wait until the Chair yields to you and state your name before speaking. Anyone wishing to speak to someone must do so through the Chair.

CONSENT AGENDA

2. Minutes of Meetings: May 4, 2020; May 18, 2020
3. Date Change Approval: Arlington Public Art Youth Banner Initiative, Originally Approved November 18, 2019
Was: April 2020 - June 2020
Will Be: July 2020 - August 2020
Kaitlin Longmire, Project Coordinator
4. For Approval: Arlington International Film Festival Banners
April L. Ranck, Executive Director
Alberto Guzman, AIFF
5. Request: Contractor/Drainlayer License
Tufts Construction, Inc., 96 Tremont Street, Everett, MA
6. Approval of New Election Workers: (1) Jeffrey Candell, 16 Pelham Terrace, U, Pct. 8; (2) Frank Foster, Jr., 174 Scituate Street, D, Pct. 11; (3) Christopher Harrington, 74 Columbia Road, U, Pct. 13; (4) Aaron Litvin, 215 Massachusetts Avenue, U, Pct. 2; (5) Stacey Loughrey- Sloboda, 38 Grafton Street, D, Pct. 3; (6) Cheryl Luongo, 43 Millett Street, R, Pct. 10; (7) Anne MacLellan, 39 Scituate Street, U, Pct. 7; (8) Philip Malatesta, 8 Walnut Terrace, R, Pct. 14; (9) Beth Melofchik, 20 Russell Street, U, Pct. 10; (10) Geoffrey Smith, 61 Yerxa Road, U, Pct. 15; (11) Katiri Wagner-Nunes, 129 Pleasant Street, D, Pct. 7

Mr. Dunn moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

CITIZENS OPEN FORUM

John Leone, Town Moderator spoke in regards to his letter he sent out this afternoon in regards to what the current state of Town Meeting is. He stated that Town Meeting has been scheduled for June 15th. Mr. Leone noted that he has had multiple conversations with the Town Manager, Adam Chapdelaine and the Director of Health and Human Services, Christine Bongiorno and feels that if we are going to move forward with the June 15th date there is some more planning and coordination that needs to happen. Mr.

Leone spoke with Kathie Bodie, Superintendent of Schools and stated that she has chairs that the Town would be able to borrow that will be placed on the Arlington High School football field. Jeff Munro, ACMI will be going to the scene to test the projectors as well as the connection. Mr. Leone stated that his preference would be to use the clickers because it would limit the number of people at the check in table. Mr. Leone stated that he has talked to Joan Roman and Adam Kurowski to conduct a survey of Town Meeting Members to see if Town Meeting is conducted if they would attend so we would get our quorum of 62 and 85 for bonded votes. Mrs. Mahon stated that Mr. Leone should follow up with the Town Manager in the morning in regards to the survey being sent out.

James O'Connor, Assistant Town Moderator and Chair of the Election Modernization Study Group, spoke in regards to increase the rate of compensation for the upcoming local election in view of the COVID-19 Pandemic and the extraordinary measures taken by the Town to provide a safe environment for both Arlington voters and the election workers. Mr. O'Connor feels it seems appropriate and fair to compensate the staff who are working this election. Mr. O'Connor stated that after looking at the State required minimum wage laws he proposed that inspectors be paid \$15 an hour for their scheduled hours 7:00a.m. – 9:00p.m. at a base rate of \$210 dollars and hour plus \$15 an hour for every hour that they should work after 9:00p.m. to assist in seeing that all the ballots casted be properly counted. Mr. O'Connor proposes that the wardens be paid \$18 an hour for their 7:00a.m. – 10:00p.m. and a base rate of \$270 plus \$18 an hour for every hour after 10:00p.m. should the need arise. If additional workers are necessary and available Mr. O'Connor suggests that relief workers are assigned to precinct locations rather than specific precincts so they could assist across the individual areas of the schools to see that the ballots are properly accounted for. New election worker training will be held from 4:30p.m. – 5:30p.m. this Thursday, June 4th via Zoom. Mrs. Mahon stated that this is usually held internally through the Select Board Office and the new incoming chair will be in contact with Mr. O'Connor to see this through.

Kate Byrd, 149 Brattle Street, would like to thank the Board for their response to the Correspondence that she sent to them this morning. Ms. Byrd read her letter of support for improved cycling conditions on Arlington roadways. Ms. Byrd and her husband have lived in Arlington for 5 years and are avid cyclists and runners. Ms. Byrd stated that she uses the Minuteman Trail daily for exercising and commuting. Ms. Byrd noted that she is concerned about the safety of cyclists riding on town streets and is extremely upset at the intersection of the Minuteman Trail and Lake Street. Ms. Byrd stated that she spoke to the Town in 2015 where she was told that it was being handled and nearly 5 years later the intersection is identical. Ms. Byrd stated that she was involved in a hit and run accident and was very disappointed in the follow-up of trying to find this driver that fled the scene. Ms. Byrd writes to the Board with anger and sadness in regards to the intersection of Mass Ave and Appleton Street and hopes Arlington takes action and prioritizes the safety for cyclists.

Galen Mook, resident of Allston Massachusetts but is present to represent advocacy regarding cycling in Arlington. Mr. Mook is the Executive Director of the Massachusetts

Bicycle Coalition where they do statewide advocacy but also work with local advocates of which Arlington has many and stated that he is a big fan of the work that the Town and ABAC in particular has been doing over the years to make cycling safer as well as to improve the conditions of the Minuteman and the roadway junction improvements. Mr. Mook stated that he is speaking tonight to talk about the safety improvements that are so drastically needed particularly at the three intersection junction at Appleton and Mass Avenue which has been identified and called out for many years. Mr. Mook urges as quick action as possible and to activate TAC and to engage with ABAC and the resources of the Town.

Len Diggins, 8 Windsor Street, appreciates the letter that was sent out in regards to what happened in Minnesota. Mr. Diggins stated that it was very helpful to see the actions that the Town is taking to try and eliminate racism and would like to point people to an article written by Barbara Goodman that was in YourArlington that highlights the history of Arlington's attempts to reduce racism. Mr. Diggins stated that they are making it more possible for people to attend precinct meetings via zoom. Mr. Diggins stated that Precinct 19 will hold their precinct meeting on June 9th at 7:30p.m. and urges people to join. Mr. Diggins stated that transportation in Massachusetts transit matters the conservation Law Foundation and MBTA Advisory Board have come out with a suggestion for the governance of the MBTA which is governed right now by what is called the Fiscal Management Control Board and that is expiring as it is at the end of this current fiscal year and we need a replacement government structure. They are urging people to chime in with their legislators to make it clear that we need to have good governance for MBTA.

Thomas Proctor, brother of Charles proctor who was killed on May 5th at the intersection of Appleton and Mass Avenue. Mrs. Mahon stated that the Board is very sorry for his loss. Mrs. Mahon stated that they have received all the letters written by his friends and family and they send their heartfelt condolences to him and his family. Mr. Proctor would like to voice his support of the recommendations of the ABAC as well as the work of Galen Mook and Mass Bike and would like to urge the Select Board to do everything in their power to make sure that these changes happen as soon as possible. Mrs. Mahon stated that the Board will stay in contact with Mr. Proctor's family throughout this whole process especially regarding a memoriam to honor Charles.

TRAFFIC RULES & ORDERS / OTHER BUSINESS

7. For Approval: Storage Shed @ Russell Common Lot
Christine Bongiorno, Director, Health and Human Services

Mr. Dunn moved approval with the expiration date to end next year and to revisit it then. A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey:	yes
Mr. Hurd:	yes
Mr. Curro:	yes
Mr. Dunn:	yes

Mrs. Mahon: yes

SO VOTED (5-0)

Patsy Kraemer, 85 Columbia Road, Manager of the Farmers' Market stated that this request part of the special circumstances that need to be made so that they can have the Farmers' Market. Mrs. Kraemer stated that this pod is so they could store all the extra cones and equipment that are going to need in order to ensure social distancing.

8. For Approval: Arlington Farmers' Market 2020
Patsy Kraemer, Market Manager

Patsy Kraemer, Manager of the Farmers' Market, stated that Farmers' Markets are considered an essential business and an important source of food for people. Mrs. Kraemer stated that she has been working very closely collaborating with the Health and Human Services Department to ensure social distancing. Mrs. Kraemer stated that the Farmers' Market will run from June 10 – October 28, 2020. The Board would like to thank Mrs. Kraemer for all the extra work she has done to ensure the new perimeters are enforced and they are looking forward to the Farmers' Market to make its return this year.

Mr. Hurd moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

9. Discussion and Approval: Economic Recovery Task Force Recommendations
Jennifer Raitt, Director, Planning & Community Development
Ali Carter, Economic Development Coordinator

Mrs. Mahon noted that the Board is in receipt of a memorandum from Ms. Raitt, Director of Planning Community Development.

Jennifer Raitt, Director of Planning and Community Development, stated that the Task Force has had 4 meetings as well as a number of sub group meetings by business sector. Ms. Raitt stated that Mr. Hurd is a member of the Task Force which has been very helpful and they have been organizing the meetings and the task force reps are from nonprofit organizations members of the small business community, the chamber of commerce and other town departments. The small business community is represented by all different business sectors as well as across the business districts in Arlington. Ms. Raitt stated that the goal is to ensure a safe reopening and healthy economic recovery in Arlington. Ms. Raitt stated that they have conducted a number of surveys with both the Town as well as the Chamber of Commerce with the business community where they have determined a number of different issues and also items that would be helpful with the reopening efforts. Ms. Raitt explained that they are presenting tonight the

recommendations and framework that would allow temporary ways to accommodate those reopening's by business sectors.

Ali Carter, Economic Development Coordinator, summarized the work of the Task Force working group and how hard they have been working in regards to suspending parking fee collections for the duration of phase one which would provide some consistency for the business owners and for the consumers as well. Ms. Carter stated that the second recommendation would be to suspend temporary signage permit review and to relax the storefront window signage requirements for the remainder of the State of Emergency. Ms. Carter stated that the reality of this pandemic is that a lot of business may not make it through this and they are looking to provide relief for landlords who are directly impacted by COVID-19 impacts. Ms. Carter stated that this is really an unprecedented era of takeout and delivery and curbside business and it's really important and needs to be responsive to these new demands. Ms. Carter stated that they are looking to set criteria for finding ways to expand outdoor dining and shopping where she has drafted a separate set of draft regulations that speak specifically to dining. They are also wanted to create some guidelines for the creation of 15-minute parking zones to facilitate the major increase in pick-up and delivery.

Beth Locke, Executive Director of the Arlington Chamber of Commerce, spoke in favor of these recommendations. Ms. Locke stated that she is a member of the task force and believes these are very important for the businesses in the reopening stages.

Emily Shea, Owner of Kickstand Café would like to thank the Task Force for all their hard work and would like to speak in favor of these recommendations in the safe reopening of the businesses.

Mr. Hurd stated that as a member of the Task Force many of the business owners have poke in regards to the parking. Mr. Hurd stated that he understands the as was for phase one but recommends to the board to amend the regulations to state the indefinite suspension of the parking meters.

Mr. Chapdelaine stated that he would be okay with the vote of indefinite suspensions with the Board's understanding that they may be back soon to ask the board to start it back up again depending on how busy things become.

Mr. Curro questioned how close the Town was to pay by phone as it would be great to minimize the amount of touching the citizens has to do would be ideal. Ms. Carter stated that they are very close. Ms. Carter explained that they have created the zones and just have some final details that need to be worked out before going live. Mr. Curro wanted to highlight that under the draft regulations for outdoor dining it references the serving of alcohol and the issuance of one of these licenses should not be construed as the ability to serve alcohol outdoors without coming to the board for a license. Ms. Carter stated that a lot of the regulations for serving alcohol outdoors is controlled by the state and did not want to cross any lines. Mr. Heim stated that he feels it would be valuable for the board to try and coordinate and understand how the ABCC is treating this activity. Mr.

Heim stated that they are not looking at increasing restaurants capacity but they are looking at giving opportunities to restaurants.

Mr. DeCoursey thanked all the members of the Task Force for their hard work. Mr. DeCoursey recommended changing Article 2 Section 4 where it reads "Approval of the General Manager" to read "Approval by the Select Board Office" as he feels this may be more appropriate. Mr. DeCoursey questioned what platform is being used for the mobile pay by phone app for parking. Ms. Carter stated that the company that we will be using is called "pay by phone".

Mr. Chapdelaine questioned if the Planning Director was looking for Select Board Office to be the approval office to streamline a faster process. Ms. Raitt explained that the appropriate amendment would be the Select Board Office.

Mr. Hurd moved approval with the following amendments:

To suspend the parking meters indefinitely

Amend Article 2 Section 4 to ready Approval by the Select Board Office.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

10. Update: Shared Streets One Week Pilot

Adam W. Chapdelaine, Town Manager

Daniel Amstutz, Senior Transportation Planner

Mr. Amstutz, Senior Transportation Planner, spoke in regards to the update on the Shared Streets pilot. Mr. Amstutz explained that they referred to this pilot as the demonstration project that was in place for a week 5/20/2020 – 5/27/2020. There was substantial public support for this pilot and many of the residents have suggested that we utilize different parts of Arlington. Mr. Amstutz explained that they have done a lot of public outreach as well as emailing local groups and fliers. As part as the evaluation the Police Department was collecting speed and volume data on Brooks Avenue. Mr. Amstutz stated that their general observations for this pilot were that there was no crowding or opportunities for crowding. There were a lot of families and young children in the street as well as runners. Mr. Amstutz explained that some of the signage was confusing near Herbert and Milton. He confirmed that they did try and do some mid-block traffic calming with traffic cones but stated that the 25mph speed limit is high for pedestrians to be sharing the road with cars. Mr. Amstutz did confirm that where there were barricades and signage traffic went slow as they passed by. Mr. Amstutz stated that they did take some active transportation counts which would confirm if people were in the street or the sidewalk and if they were wearing masks or not. Mr. Amstutz stated that when they put up the post pilot survey they received 200 responses where 76% of the people would like it to stay on Brooks Avenue and would like to expand it around

town. Mr. Amstutz stated that going forward what they did on Brooks Avenue was more of a neighborhood based strategy. The other side of this is a commercial area strategy where they may end up with hotspots where there are a cluster of businesses that want to open. Mr. Amstutz stated that they are seeking approval to develop a framer to create criteria for these two different ideas. There is no specific location for these at the moment but the idea is to create criteria.

The Board is in agreement and is very happy with the one week pilot and what it brought to Arlington.

Mr. Dunn moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

CORRESPONDENCE RECEIVED

11. Extremely Dangerous Intersection @ Massachusetts Avenue and Appleton Street Denise Hurley, 1192 Massachusetts Avenue

Mr. Chapdelaine stated that he spoke with the Chair, Mrs. Mahon as well as the chair of TAC and would like to propose that at the next Select Board meeting there be two agenda items. One specifically in regards to the placement of a memorial at the intersection has been requested and then a second to create a special design review committee to look at both short-term and long-term improvements that can be made at that intersection. There have been both short-term and long-term improvements already recommended by ABAC that have been forwarded along. Mr. Chapdelaine stated that representatives from TAC, ABAC, Planning Department, Police Department, Engineering as well as members of the public where they will look for solutions for a quick response to this intersection.

12. Arlington's Designee to the MBTA Advisory Board Brian Kane, Acting Executive Director, MBTA Advisory Board

Mr. Chapdelaine suggested placing this on a future agenda to see if a member of the Board or their designee to be put on the MBTA Advisory Board.

Mr. DeCoursey moved receipt.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

NEW BUSINESS

Mr. Chapdelaine wanted to share an update and thank all of the different departments and volunteers for their help with the upcoming election. Mr. Chapdelaine stated that many residents have returned their postcards. He would also like to thank the different departments in their help with getting the ballots out to the residents.

Mr. DeCoursey recognized Mr. Dunn as this is his last meeting on the Board and thank him for his additional time as well as the last 9 years of service. Mr. DeCoursey stated that he got to know Dan before his membership on the Select Board as they both served on the Finance Committee together. Mr. DeCoursey stated that Mr. Dunn always found a way to look and find consensus among the group which was evident in all the work he accomplished for Minuteman. Mr. DeCoursey would also like to thank Mrs. Mahon for all her leadership and support she has given to him as a first year Select Board member.

Mr. Hurd would like to thank Mr. Dunn for his years of service to the Town both on the Select Board and the numerous committees that he has been involved with. Mr. Hurd stated that he has always been a voice of reason and looks forward to continuing to work with him on issues that the town faces in the next few years. Mr. Hurd would like to thank Mrs. Mahon for her leadership during an unprecedented year as well as keeping the residents informed. Mr. Hurd stated that the country this past week has been torn apart by the senseless death of George Floyd by the actions of the Minneapolis Police Department. Mr. Hurd would like to thank the Town Manager, Adam Chapdelaine, the Chief of Police, Julie Flaherty and the numerous department heads for immediately condemning the officer's actions. Mr. Hurd would like to extend his deepest condolences to the family of Charles Proctor who was killed while riding his bike in May. Mr. Hurd would also like to thank Jeffrey Chunglo for his Memorial Day celebration. Mr. Hurd stated that in the midst of the pandemic it was hard to properly honor those who are fallen soldiers particularly those from Arlington but Jeff did so with much respect.

Mr. Curro thanked Mrs. Mahon for her service chairing the board through 14 hard months that included some of the most difficult debates. Mr. Curro stated that Mrs. Mahon represented the board well particularly with her constant updates during the COVID-19 emergency. Mr. Curro would like to acknowledge and congratulate the Arlington High School Seniors that will officially graduate this weekend as well as the Arlington students who study at Arlington Catholic and the other high schools and colleges under such unusual circumstances. Mr. Curro stated that he attended the vigil last night that had large participation from members of the high school generation. Mr. Curro would like to thank Mr. Dunn for his great gifts of charisma, compassion, communication skills and character that he brought to the Board for the last 9 years. Mr. Curro stated that Mr. Dunn was supposed to be honored as a Paul Harris Fellow at an award ceremony tomorrow night and looks forward to being able to see his name on the plaque in the Select Board Chambers. Mr. Curro will remember Mr. Dunn for his many

achievements on the Board including representing the case for passing the trust act of the sanctuary town resolution as well as a newspaper debate with opponents presenting the case for adoption of the Community Preservation Act at Town Meeting. Mr. Curro stated that Mr. Dunn's identity is a member of Arlington's bicycling community and electric vehicle aficionado as well as his undying devotion to our beloved Red Sox. Mr. Curro requests that Mr. Dunn don't be a stranger and to come back and visit once in a while as well as to continue to grace the Board with his advice and counsel and to save him a seat on the floor of Town Meeting.

Mr. Dunn would like to thank the Board for their kind words! Mr. Dunn stated that the Long Range Planning Committee met for his last meeting. Mr. Dunn explained that Mr. Chapdelaine along with Mr. Pooler reviewed several budget options. The superintendent of schools outlines some of the cuts that they are making for the upcoming budget. There was also discussion about what to do for subsequent year budgets. Mr. Dunn would also like to thank Sue Sheffler for her service on the Minuteman School Committee as she is not looking to be reappointed. Mr. Dunn stated that it has been an honor and a pleasure to serve on the Board and he has enjoyed doing it. Mr. Dunn stated that he is proud of the work that he and his colleagues have accomplished during his time on the Board and would like to thank the voters first. Mr. Dunn would also like to thank his campaign volunteers, his colleagues who he has learned something from every single one of them as well as Board members Kevin Greeley, Annie LaCourt and Clarissa Rowe. Mr. Dunn also thanks the town employees especially Adam Chapdelaine, Doug Heim and Marie Krepelka, as well as the other departments and employees throughout the Town. Mr. Dunn would finally like to thank his family and his partner G for all they have done as well.

Mrs. Mahon thanked Mr. Dunn for all of his hard work and time that he dedicated to the Select Board. Mrs. Mahon stated that she could always rely on Mr. Dunn and is going to miss him and his knowledge of the Town. Mrs. Mahon would also like to thank her colleagues for their kind remarks during her chairmanship and appreciates their confidence and trust they have in her during these times. Mrs. Mahon stated that many parents of youth sports are thrilled that Joe Connelly has returned as the Director of the Recreation Department and would like to thank Bobby Jefferson for doing such a great job as interim director during this time. Mrs. Mahon would also like to give her sincere thanks to Jeff Chunglo for all his hard work on the Memorial Day Celebration.

Next Scheduled Meeting of Select Board June 8, 2020

Mr. Dunn moved to adjourn at 9:40p.m.

A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey: yes

Mr. Hurd: yes

Mr. Curro: yes

Mr. Dunn: yes

Mrs. Mahon: yes

SO VOTED (5-0)

A true record attest

Ashley Maher
Administrative Assistant

6/1/2020

Agenda Item	Document Used
1	Executive Order on Remote Participation
2	5.4.2020 Draft Minutes 5.18.2020 Draft Minutes
3	ACAC Youth Banner Permit Request Sample Banners Locations Banner Schedule
4	Arlington International Film Festival Banner Request Banner Banner Schedule
5	Tufts Construction Contractor/Drainlayer License
6	Election Worker Master Records
7	Farmers Market Shed Memo
8	Farmers Market Request Memo from HHS
9	Task Force Memo Draft Temporary Outdoor Dining Rules and Regulations
10	Memo from D. Amstutz, Senior Transportation Planner Presentation Updated 6.1.2020 Presentation
11	Correspondence from D. Hurley
12	B. Kane Reference



Select Board Meeting Minutes

Date: June 8, 2020

Time: 7:15 PM

Location: Conducted by Remote Participation

Present: Mr. Hurd, Chair, Mr. Curro, Vice Chair, Mrs. Mahon, Mr. DeCoursey, Mr. Diggins

Also Present: Mr. Chapdelaine, Mr. Heim, Ms. Maher

Douglas Heim, Town Counsel opened the meeting by stating he serves as Chair pro-temp until a new chair is chosen.

1. Executive Order on Remote Participation

Mr. Heim opened the meeting by explaining that due to the current State of Emergency, to lower the risk of the spread of COVID-19, the Town has been advised and directed by the Commonwealth to suspend public gatherings, and as such the Governor's orders suspends the requirement of the Open Meeting Law to have all meetings in a public and accessible location. Public bodies may meet entirely remotely as long as the public can access the meeting. The meeting reference materials and how to access the remote meeting are posted on the Town's website. Mr. Heim asked participants that would like to speak, to use their full name rather than a nickname.

Mr. Heim went over some business ground rules for effective and clear conduct of the meeting and to ensure accurate meeting minutes:

The Chair will introduce each speaker on the agenda, after they conclude their remarks; The Chair will ask each member of the Board for their remarks or a motion. Please wait until your name is called. Please remember to mute your phone or computer when you are not speaking and to speak clearly. For any response, please wait until the Chair yields to you and state your name before speaking. Anyone wishing to speak to someone must do so through the Chair.

2. Organizational Meeting for the Purpose of Electing a Chair and Vice Chair

Mr. Heim called for nominations for the Select Board Chair for the 2020 Season.

Mr. Curro moved to open nominations for the Chair.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. Curro: yes

Mr. Hurd: yes

Mr. DeCoursey: yes

SO VOTED (5-0)

A roll call vote was taken on the motion by Mr. Heim.

Mr. Diggins: yes

SO VOTED (5-0)

Mr. Diggins: yes

SO VOTED (5-0)

Mr. Diggins: yes

SO VOTED (5-0)

Mr. Diggins: yes

SO VOTED (5-0)

Mr. Diggins: yes

SO VOTED (5-0)

Mr. Heim turned the meeting over to Mr. Hurd, the Select Board's newly appointed Chair.

Mr. Hurd thanked his fellow Board members for appointing him as Chair. He also congratulated Mrs. Mahon and Mr. Diggins for being elected. Mr. Hurd thanked Michaiah Healy for running a clean and positive campaign.

PROCLAMATIONS

3. a) Proclamation to Declare June as LGBTQIA+ Pride Month in Arlington

- b) Request Pride Banners on Mass Avenue

Julia Forsythe, Chair

Andy Robinson, Vice Chair

Mr. Hurd read the Proclamation to declare June as LGBTQIA+ Pride Month in Arlington.

Julia Forsythe thanked everyone for the Proclamation and their continued support for the Rainbow Commission. Ms. Forsythe explained that the banners will be going along Massachusetts Avenue due to the difficulties of painting the crosswalk and other events due to COVID-19.

Andy Robinson also was thankful for the support of Pride virtually and for supporting the Proclamation. He showed the banners that will be displayed and explained what they will look like.

Board members expressed their thanks for the hard work that was put into this with the ongoing COVID-19 Pandemic.

Mr. Curro moved approval of the Proclamation as presented and the placement of Pride Banners on Massachusetts Avenue.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

CONSENT AGENDA

4. Approval of New Election Workers: (1) Jennifer Caruso, 11 Westmoreland Avenue, D, Pct. 8; (2) Susan Caruso, 11 Westmoreland Avenue, D, Pct. 10; (3) Joseph Cook, 13 Egerton Road, U, Pct. 4; (4) Caroline Harrington, 74 Columbia Road, U, Pct. 11; (5) Bernadette Murphy, 60 Pleasant Street, D, Pct. 19

Mr. Curro moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. Curro: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Hurd: yes

SO VOTED (5-0)

LICENSES & PERMITS

5. For Approval: All Alcohol Package Store - Easy Convenience

3 P Corp, Paresh Patel Owner/Manager, 935 Massachusetts Avenue

Attorney Mary Winstanley O'Connor

Mrs. Winstanley O'Connor appeared before the Board and stated that this was a request by EPW LLC, which was the Meat House located at 1398 Massachusetts Avenue, to transfer the license to 3 P Corporation which is Easy Convenience located at the corner of Grove Street and Massachusetts Avenue. Mrs. Winstanley O'Connor stated that she is representing both parties in this transaction and they have waived the conflict. Mrs. Winstanley O'Connor understands that the Select Board would like to space out the locations of these licenses and this license was located in Arlington Heights. Unfortunately, Prime was forced to go out of business because of the rent structure. Mrs. Winstanley O'Connor submitted a number of letters and a petition that have been signed by customers of Easy Convenience.

After much discussion, members of the Board expressed their support for this package store license.

Mrs. Mahon moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

CITIZENS OPEN FORUM

Don Seltzer, Irving Street, wrote to the Board last week regarding the delayed sale of 1207 Massachusetts Avenue. The Select Board has never given their required approval to the purchase and sale in regards to this building. 2017 was the last time it was voted on and it was to authorize the Town Manager to enter into negotiations and then to return to the Board for approval of the purchase and sale. The purchase and sale promises exemption from building permit fees that are written into the Town's Bylaws. In 2015 when Town Meeting approved the disposal of this property, it was based on the promise of \$1,000,000 to pay for the Stratton School renovation. Mr. Seltzer stated that the nature of this sale does not look very good because in 2012 a Town Official moved in to buy the adjacent lot at 1211 Massachusetts Avenue. The final closing of the sale has been delayed over and over again due to the buyers failure to provide the required materials to the Redevelopment Board. Mr. Seltzer suggests to the Board to reconsider the whole matter and decide whether they do want to proceed with the sale or whether they want to revisit the whole process.

Margie Bell, a Town citizen concerned about the local restaurants that have lost a lot of revenue over the past few months. Ms. Bell is asking the Town to remove friction to get this done, maybe use Town parking lots and other businesses, and she hopes the Town makes this a priority and says we need to help the businesses survive and thrive.

Farhat Jilalbhoj, discussed violence and racism against our black community and people of color and wanted to know what the Town is doing for policy change in regards to this and what systemic changes is the Town thinking about proposing and what are they going to do. Ms. Jilalbhoj explained the 8 can't wait policy recommendations. She asked to consider what kind of policy changes can be made to ensure community is safe for everyone.

TRAFFIC RULES & ORDERS / OTHER BUSINESS

6. For Approval: Arlington Preservation Fund Loan

Patrick Guthrie, President, Arlington Preservation Fund

Mr. Heim spoke in regards to the loan without having specific details on this particular loan. He stated that in order for the loan to be processed it has to be presented before the Board.

Mr. Curro moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

7. For Discussion & Vote: Waiver of Certain Interest and Penalties on Property Tax Bills pursuant to Section 11 of Chapter 53 of the Acts of 2020

Adam W. Chapdelaine, Town Manager

Sandy Pooler, Deputy Town Manager

Mr. Chapdelaine stated that the Board asked for this to come back on a future agenda item. He explained that this has to do with the property tax bills due to COVID-19. Mr. Chapdelaine stated that only 500 people out of 15,000 have not paid their tax bill and the Town Treasurer asked for this to come before the Board if they didn't have to pay interest for late payment.

Mr. DeCoursey moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

8. For Discussion & Endorsement: Placement of 'Black Lives Matter' Banner on Town Hall

Adam W. Chapdelaine, Town Manager

Mr. Chapdelaine stated that they would like to talk about the Black Lives Matter Banner and associated efforts and talk about the proclamation that's been drafted by the Human Rights Commission for the Board's consideration. Arlington has a very long history of working towards inclusivity and working toward being a welcoming community. Just earlier this year we kicked off a relationship with the National League of Cities and their Race Equity and Leadership Division to provide training to the elected leadership of the Town as well as leadership and supervisory staff in the Town.

Eight can't wait refers to eight police policies being recommended as part of Campaign Zero. Prior to this campaign, the Arlington Police Department already had seven of those policies in place and the Chief is already working on the ones they do not have in place which is the duty to intervene and are working on strengthening the others and when the last one is finalized there will be a press conference released. Today they raised a Black Lives Matter Banner on Town Hall. Mr. Chapdelaine feels as though this was made to make a statement of solidarity as well as an acknowledgement of the commitment to the work. Mr. Chapdelaine sees this as a positive step, not a final step, but a step in the right direction.

Mr. Hurd read the proposed proclamation.

After much discussion the Board expressed their thanks for the hard work and effort that has gone into this issue.

Mr. Curro moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

9. For Discussion & Approval: Charlie Proctor Bike Memorial @ Intersection of Massachusetts Avenue and Appleton Street

Adam W. Chapdelaine, Town Manager

Mr. Chapdelaine envisions the Board moving favorable action on this request tonight subject to Mr. Proctor's family working with himself and other appropriate Town officials in regards to placement of the memorial.

Tom Proctor, Charlie's brother, explained the memorial they want is a bicycle painted white with some signage about Charlie and mention where he died there.

Mr. Hurd added that the Board will be endorsing the placement of the memorial and then working with Mr. Chapdelaine they can decide with DPW a safe place for the memorial.

After much discussion, the Board fully endorses this and expressed their condolences to the family.

Mrs. Mahon moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

10. For Discussion & Approval: Creation of Design Review Committee

Massachusetts Avenue @ Appleton Street

Adam W. Chapdelaine, Town Manager

Mr. Chapdelaine stated that ABAC has been working very hard and has made very good short term recommendations thus far. They also have interest in making more long-term significant improvements to that intersection. Mr. Chapdelaine stated that in conversation with the Chair of the Transportation Advisory Committee, they agreed that the quickest and most effective way to focus on this was to set up a special design review committee to focus on just this intersection. Mr. Chapdelaine is requesting the Board to establish this Design Review Committee with a representative from TAC, a representative from ABAC, a representative from the Arlington Police Department, a representative from the Planning Department which would be the Senior Transportation Planner, a representative from the Engineering Division, a representative of the local businesses in the area, a representative of St. Athanasius Parish, and three residents.

Mr. Curro moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes

Mr. DeCoursey: yes

Mr. Diggins: yes

Mr. Curro: yes

Mr. Hurd: yes

SO VOTED (5-0)

11. For Discussion: June - August Select Board Meetings

The following meetings were voted:

June 15, 2020 @ 5:00p.m., June 29, 2020 @ 7:15p.m., July 20, 2020 @ 7:15p.m.,

August 17, 2020 @ 7:15p.m.

CORRESPONDENCE RECEIVED

12. Fatal Bicycle Crash @ Intersection of Massachusetts Avenue and Appleton Street
Family of Charles Proctor, A. Piasecki, Christopher Tonkin, Chair,

Arlington Bicycle Advisory Committee, Scott Mullen, Linda Epstein, Anna Waldeck, Ariel Weinberg, Amanda Zangari, Blaine French, Chris Bliss, Cristina Casado, Catherine Farrell, Christine Fort, Christian Klein, Charlotte Lellman, Christina Mork, Demetri Harrington, Diane Manganaro, Elizabeth Buschert, Edward Faulkner, Erich Ludwig, Geoff Birmingham, Guilhem Ribeill, Julia Fuller, Jordon Hemingway, Jock Hoffman, Jennifer Litowski, Jeff Roth, Kate Byrd, Kevin Guiney, Leo Boneschansker, Lily Lichtenstein, Lane Zimmerman, Michael Barry, Matthew DeRemer, Misha Sidorsky, Mustafa Varoglu, Noam Reuveni, Nitin Sonawane, Ozzie Street, Pam DiBona, Philip Goff, Parke Wilde, Sandhya Manohar, Sean Murray, Timothy Grove, Thouis Jones, Tyler Mackey

13. Shared Streets Pilot Program and Fatal Bicycle Crash
Brian Ristuccia, 73 Rhinecliff Street

Mrs. Mahon moved receipt with the referral to the Design Review Committee.
A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon:	yes	
Mr. DeCoursey:	yes	
Mr. Diggins:	yes	
Mr. Curro:	yes	
Mr. Hurd:	yes	SO VOTED (5-0)

Next Scheduled Meeting of the Select Board, June 15, 2020

Mrs. Mahon moved to adjourn at 9:40p.m.
A roll call vote was taken on the motion by Mr. Heim.

Mr. DeCoursey:	yes	
Mr. Hurd:	yes	
Mr. Curro:	yes	
Mr. Dunn:	yes	
Mrs. Mahon:	yes	SO VOTED (5-0)

A true record attest

Ashley Maher
Administrative Assistant

6/8/2020

Agenda Item	Document Used
1	Executive Order on Remote Participation
2	
3	2020 Pride Proclamation Pride Banner Design Banner Application Banner Schedule

4	Election Worker Master Records
5	Inspection Reports All Alcohol Package Store Application Easy Convenience Floor Plan Letters of Support Petition
6	Preservation Fund Loan
7	Session Law Acts of 2020 Chapter 53 H4598 Final Bill Summary
8	BLM Proclamation
9	C. Proctor Memorial
10	Memo DRC Mass Appleton
11	June – August Calendar
12	Various Citizens Reference
13	B. Ristuccia CR



Select Board Meeting Minutes

Date: June 15, 2020

Time: 5:00 PM

Location: Conducted by Remote Participation

Present: Mr. Hurd, Chair, Mr. Curro, Vice Chair, Mrs. Mahon, Mr. DeCoursey, Mr. Diggins

Also Present: Mr. Chapdelaine, Mr. Heim, Ms. Maher

1. Executive Order on Remote Participation

Mr. Hurd opened the meeting by explaining that due to the current State of Emergency, to lower the risk of the spread of COVID-19, the Town has been advised and directed by the Commonwealth to suspend public gatherings, and as such the Governor's orders suspends the requirement of the Open Meeting Law to have all meetings in a public and accessible location. Public bodies may meet entirely remotely as long as the public can access the meeting. The meeting reference materials and how to access the remote meeting are posted on the Town's website. The Chair asked participants that would like to speak, to use their full name rather than a nickname.

Mr. Hurd wanted to go over some business ground rules for effective and clear conduct of the meeting and to ensure accurate meeting minutes:

The Chair will introduce each speaker on the agenda, after they conclude their remarks; Mr. Hurd will ask each member of the Board for their remarks or a motion. Please wait until your name is called. Please remember to mute your phone or computer when you are not speaking and to speak clearly. For any response, please wait until the Chair yields to you and state your name before speaking. Anyone wishing to speak to someone must do so through the Chair.

CONSENT AGENDA

2. Request: Contractor/Drainlayer License
Milestone Excavating & Landscaping, LLC, 104 Lancaster Road, Shirley, MA 3.
3. Request: Contractor/Drainlayer License
K.B. Aruda Construction Inc., Cambridge, MA

Mr. Curro moved approval.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SO VOTED (5-0)

TRAFFIC RULES & ORDERS / OTHER BUSINESS

4. Vote: To Authorize the Use of New Voting Equipment and Discontinue Existing Voting System Pursuant to MGL Chapter 54 Section 34
Marie A. Krepelka, Board Administrator

Mrs. Mahon moved approval which is required by Mass General Law Chapter 54 Section 34 we hereby vote the use of the ImageCast Precinct Optical (ICP) Tabulator at the Presidential Election on November 3, 2020, and thereafter, at all primaries, preliminary elections and elections held in the Town of Arlington, until otherwise ordered by vote of the Arlington Select Board, said electronic voting system shall be used in those polling places designated by the Select Board. Further, the Town will discontinue the use of the Accu-Vote Optical Scanner in any and all elections held in the Town of Arlington after September 1, 2020.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SO VOTED (5-0)

5. For Discussion and Vote: Notice of Board of Registrars Vacancy
Douglas W. Heim, Town Counsel

Mr. Heim stated that there is a vacancy on the Board of Registrars and the law requires the registrars to maintain and balance with the members equally representing that each political party. Mr. Heim stated that you are not allowed to have more than two members of any given party. At present the Town Clerk is a registered democrat and serves on the Board of Registrars and the other appointed registrar currently serving Mr. William Logan is also a registered Democrat. Mr. John Worden is a registered Republican, therefore according to the General Laws the Select Board should formally ask the Republican Town Committee to convene and provide a list of people that want considered for the appointment. Mr. Heim explained that if they fail to provide a list in 45 days you may appoint someone regardless of the list but it would still need to be someone that is not enrolled in the Democratic Party.

Mr. Curro moved approval to send a list to the Republican Town Committee requesting nominations.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SO VOTED (5-0)

6. Request for Approval: Modification to Design Review Committee Membership and Scope

Adam W. Chapdelaine, Town Manager

Mr. Chapdelaine stated that this was in regards to the Design Review Committee that the Board established for the intersection of Mass Avenue and Appleton. Mr. Chapdelaine stated another serious accident happened at this intersection last night. Mr. Chapdelaine explained that there were two suggestions that came up after the Board's meeting and is asking the Board to consider the modifications. One of the modifications is the make-up of the committee. Mr. Chapdelaine stated that it was suggested that we include a representative from the Ottoson Middle School on the Committee. In terms of the committee scope it is recommended to look at the portion of the corridor that the Design Review Committee sees as most appropriate to effectuate the safety concerns. Mr. Chapdelaine stated that looking at the foot of the rocks where Lowell Street intersects with Mass Avenue and following down to where Mass Ave, Forest and Burton intersect and looking at the stretch of corridor in its entirety makes sense.

Mr. DeCoursey appreciates modifications being proposed and stated that unfortunately another accident occurred at this intersection and is hoping that once the committee gets going these improvements can be done quickly.

Mr. Diggins stated that he supports these changes but is concerned. Mr. Diggins stated that we have to expect that as we widen the scope of work the actions may take longer and the cost may increase. Mr. Diggins stated that he is concerned about the effect that this may have on a quicker remedy. Mr. Chapdelaine stated that he will make sure that broadening the scope does not slow down short term actions.

Mrs. Mahon moved to modify the make-up and scope of the Design Review Committee. A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SOVOTED (5-0)

CORRESPONDENCE RECEIVED

7. Requesting Quick Improvements to Intersection of Massachusetts Avenue and Appleton Street

Phyllis C. Fenander, Charlie Proctor's Aunt

8. Request for Safety Improvements at Intersection of Massachusetts Avenue and Appleton Street
Kat Zeiler, 17 1/2 Lakeview Street
9. Requesting Improvements to Massachusetts Avenue/Appleton Street/Appleton Place Intersection
Sara-Mai Conway, Charlie Proctor's Cousin
10. Suggestions for the Design Review Committee, Scope of Work and Membership
Ann LeRoyer, 12 Peirce Street

Mrs. Mahon moved receipt.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SOVOTED (5-0)

Mrs. Mahon moved to adjourn the meeting of the Select Board at 5:21p.m. and to reconvene at Town Meeting at 6:30p.m.

A roll call vote was taken on the motion by Mr. Heim.

Mrs. Mahon: yes
Mr. DeCoursey: yes
Mr. Diggins: yes
Mr. Curro: yes
Mr. Hurd: yes

SOVOTED (5-0)

Next Scheduled Meeting of Select Board June 29, 2020

During Town Meeting starting June 15, 2020 the Select Board will be in session starting at 6:30 pm.

A true record attest

Ashley Maher
Administrative Assistant

6/15/2020

Agenda Item	Document Used
1	Executive Order on Remote Participation
2	Milestone Excavating Reference
3	K.B. Aruda Construction Reference
4	Voting Equipment Memorandum Vote of the Board

5	Memo from Town Counsel
6	
7	P. Fenander Reference
8	K. Zeller Reference
9	S. Conway Email
10	Ann LeRoy Reference



Town of Arlington, Massachusetts

Reappointments (all terms to expire 6/30/2023)

Summary:

Commission on Disabilities

Liza Molina

Community Preservation Act Committee

Eric Helmuth

Clarissa Rowe

Conservation Commission

Susan Chapnick

Catherine Garnett

Pamela Heidell

Human Resource Board

Cynthia Gallagher

Julie McKenzie

Library Board of Trustees

Katharine Fennelly

Redevelopment Board

Rachel Zsembery

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Reappointment_Reference.pdf	Reference



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Commission on Disabilities

This memo is to request the Board's approval of my reappointment of Liza Molina, Arlington, MA, to serve on the Commission on Disabilities, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Liza Molina
34 Hamilton Road, Unit 307
Arlington, MA 02474

Re: Reappointment: Commission on Disabilities

Dear Ms. Molina:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Community Preservation Act Committee

This memo is to request the Board's approval of my reappointment of Eric Helmuth, Arlington, MA, to serve on the Community Preservation Act Committee, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Eric Helmuth
Arlington, MA 02474

CPAChair@town.arlington.ma.us

Re: Reappointment: Community Preservation Act Committee

Dear Mr. Helmuth:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

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Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Community Preservation Act Committee

This memo is to request the Board's approval of my reappointment of Clarissa Rowe, Arlington, MA, to serve on the Community Preservation Act Committee, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
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781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Clarissa Rowe
Arlington, MA

Clarissa.rowe@comcast.net

Re: Reappointment: Community Preservation Act Committee

Dear Ms. Rowe:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Conservation Commission

This memo is to request the Board's approval of my reappointment of Susan Chapnick, Arlington, MA, to serve on the Conservation Commission, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Susan Chapnick
Arlington, MA

schapnick@neh-inc.com

Re: Reappointment: Conservation Commission

Dear Ms. Chapnick:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Conservation Commission

This memo is to request the Board's approval of my reappointment of Catherine Garnett, Arlington, MA, to serve as an Associate Member on the Conservation Commission, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Catherine Garnett
Arlington, MA

Cgarnett251@gmail.com

Re: Reappointment: Conservation Commission

Dear Ms. Garnett:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Conservation Commission

This memo is to request the Board's approval of my reappointment of Pamela Heidell, Arlington, MA, to serve on the Conservation Commission, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
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730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Pamela Heidell
Arlington, MA

pamelaheidell@gmail.com

Re: Reappointment: Conservation Commission

Dear Ms. Heidell:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Human Resource Board

This memo is to request the Board's approval of my reappointment of Cynthia Gallagher, Arlington, MA, to serve on the Human Resource Board, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Cynthia Gallagher
Arlington, MA

Cindygallagher11@gmail.com

Re: Reappointment: Human Resource Board

Dear Ms. Gallagher:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Human Resource Board

This memo is to request the Board's approval of my reappointment of Julie McKenzie, Arlington, MA, to serve on the Human Resource Board, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Julie McKenzie
Arlington, MA

juliemarcal@gmail.com

Re: Reappointment: Human Resource Board

Dear Ms. McKenzie:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to Library Board of Trustees

This memo is to request the Board's approval of my reappointment of Katharine Fennelly, Arlington, MA, to serve on the Library Board of Trustees, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
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730 MASSACHUSETTS AVENUE
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781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Katharine Fennelly
Arlington, MA

kathy@fennellys.com

Re: Reappointment: Library Board of Trustees

Dear Ms. Fennelly:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington
Office of the Town Manager

Adam W. Chapdelaine
Town Manager

730 Massachusetts Avenue
Arlington MA 02476-4908
Phone (781) 316-3010
Fax (781) 316-3019
E-mail: achapdelaine@town.arlington.ma.us

MEMORANDUM

DATE: June 22, 2020

TO: Board Members

SUBJECT: Reappointment to the Redevelopment Board

This memo is to request the Board's approval of my reappointment of Rachel Zsembery, Arlington, MA, to serve on the Redevelopment Board, and having a term expiration date of 6/30/2023.

A handwritten signature in blue ink, reading "Adam W. Chapdelaine".

Town Manager

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 12, 2020

Rachel Zsembery
Arlington, MA

rzsembery@town.arlington.ma.us

Re: Reappointment: Redevelopment Board

Dear Ms. Zsembery:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, lcosta@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:lc



Town of Arlington, Massachusetts

Reappointments: Board of Registrar of Voters

Summary:

William Logan (Democratic Appointee)

(term to expire 3/31/2021)

John L. Worden III (Republican Appointee)

(term to expire 3/31/2023)

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	W._Logan_and_J._Worden_Reference.pdf	Reference

From: Sean Harrington <seancharrington93@gmail.com>

To: Marie Krepelka <MKrepelka@town.arlington.ma.us>

Date: 06/22/2020 10:54 PM

Subject: Re: Board of Registrar of Voter

CAUTION: This email originated from outside of the Town of Arlington's email system. Do not click links or open attachments unless you recognize the REAL sender (whose email address in the From: line in "< >" brackets) and you know the content is safe.

The committee will be reappointing John Worden.

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 24, 2020

John L. Worden III
27 Jason Street
Arlington, MA

jworden@swwalaw.com

Re: Reappointment: Board of Registrar of Voters

Dear Mr. Worden:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, amaher@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:am

From: kazcool@aol.com
To: "MKrepelka@town.arlington.ma.us" <MKrepelka@town.arlington.ma.us>
"AMaher@town.arlington.ma.us" <AMaher@town.arlington.ma.us>, "LCosta@town.arlington.ma.us"
Cc: <LCosta@town.arlington.ma.us>, "FReidy@town.arlington.ma.us" <FReidy@town.arlington.ma.us>,
"stephanie.viola@gmail.com" <stephanie.viola@gmail.com>
Date: 06/23/2020 01:11 PM
Subject: Re: Board of Registrars Reappointment

CAUTION: This email originated from outside of the Town of Arlington's email system. Do not click links or open attachments unless you recognize the REAL sender (whose email address in the From: line in "< >" brackets) and you know the content is safe.

Hi Marie. Yes, the Arlington Democratic Town Committee would like to reappoint William Logan to the Board of Registrars.

Many thanks!

Aimee Coolidge & Stephanie Swanson
Co-Chairs, Arlington Democratic Town Committee

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 24, 2020

William Logan
5 Mary Street
Arlington, MA

wlogan@rcn.com

Re: Reappointment: Board of Registrar of Voters

Dear Mr. Worden:

Please be advised that the Select Board will be discussing your reappointment to the above-named at their meeting conducted by remote participation on Monday, June 29th at 7:15 p.m. Although it is not a requirement that you join this virtual meeting, you are invited to do so.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, amaher@town.arlington.ma.us, if you have any questions.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:am



Town of Arlington, Massachusetts

Request: Contractor/Drainlayer License

Summary:

New England Style, Inc., 244 Howard Street, Northborough, MA

ATTACHMENTS:

	Type	File Name	Description
▯	Reference Material	New_England_Style.pdf	Reference



Engineering Division

TOWN OF ARLINGTON
Department of Public Works
51 Grove Street
Arlington, Massachusetts 02476
Office (781) 316-3320 Fax (781) 316-3281

MEMORANDUM

To: Select Board
From: Engineering Division
Re: Approved Contractor License
Date: June 25, 2020

Dear Board Members,

Reference is hereby made to an application by Cidia Moura of New England Style, Inc., to be accepted as an Approved Contractor in the Town of Arlington.

Contact information is as follows:

New England Style, Inc.
244 Howard Street
Northborough, MA 01532
Cidia Moura
Phone: 978-648-0415
Email: newenglandconstruction@msn.com

Upon review of the provided references supplied by the contractor, we recommend approval and issuance of an Approved Contractor and Drainlayer license.

Regards,

William C. Copithorne, P.E.
Assistant Town Engineer

cc: Wayne Chouinard, Town Engineer
File



TOWN OF ARLINGTON DEPARTMENT OF PUBLIC WORKS

APPLICATION FOR TOWN OF ARLINGTON DPW CONTRACTOR LICENSE

Directions: Please complete ALL fields below and deliver the completed application to the Department of Public Works Engineering Department at 51 Grove Street for Processing and Submission to the Board of Selectmen. Please also include in your submission a \$75.00 application fee in the form of a check payable to the "Town of Arlington". Any questions regarding this application form or procedure should be directed to the Town of Arlington Engineering Department at 781-316-3386.

Scope of Work

Please indicate the scope of work you intend to perform as a DPW Approved Contractor in the Town of Arlington (check all that apply):

☒ Water ☒ Sanitary Sewer ☐ Stormwater Drainage ☐ Sewer/Drain Inspection ☐ Driveway Work ☐ Curb/Sidewalk Work

Applicant Information

Applicant/Firm Name: NEW ENGLAND STYLE, INC.
Select One: ☒ Corporation ☐ Partnership ☐ Proprietorship ☐ Other: _____
Street Address: 244 HOWARD ST. City/Town: NORTH BOROUGH State: MA
Primary Phone: 978-648-0415 E-mail: NEWENGLANDCONSTRUCTION@MSN.COM
Length of Time in Business under the same Firm Name: 10 YEARS
Full Name(s) of Principal(s): CIDIA MOURA
Primary Contact Person: CIDIA MOURA

Experience/Previous Work

Nature of Typical/Standard Work: WATER & SEWER LINES (CAP & CUT)
Have you ever performed this type of work in Arlington: ☐ Yes ☒ No
If Yes, Please provide Location: _____ Approximate Date: _____
Total Amount of such construction this year: 01
Total Amount of such construction last year: 05
Total Amount of such construction next previous year: 30

Municipal References - Please Attach Written Reference Letters

Municipality: SOMERVILLE - MA
Primary Contact Name: KARLA CUAREZMA Email: KCUAREZMA@SOMERVILLE
MA.GOV
Municipality: WALTHAM - MA
Primary Contact Name: JANICE DEVENNEY Email: JDEVENNEY@CITY.WALTHAM
MA.US
Municipality: WELLESLEY - MA
Primary Contact Name: MATTHEW HERNON Email: MHERNON@WELLESLEYMA
GOV

Banking/Financial References - Please Attach Written Reference Letters if Available

Bank Reference: BANK OF AMERICA Phone: 508-485-8903

Federal Tax ID or Social Security: _____

Note to Town Staff: Redact Social Security # before releasing document

Your social security number or federal identification number will be furnished to the Massachusetts Department of Revenue to determine whether you have met tax filing or tax payment obligations. Licenses who fail to correct their non-filing or delinquency will be subject to license suspension or revocation. This request is made under the authority of Massachusetts General Law, Chapter 62C, Section 49A.

Signature/Endorsement

By signing below, I certify that under the penalties of perjury that to the best of my knowledge and belief all information on this application is true and correct. I also certify by signature below that I/we have filed all state tax returns and paid all state taxes as required by law. I also hereby agree to conform in all respects to the conditions governing such license as printed in the By-Laws of the Town, and such other rules and regulations as the Selectmen and/or Department of Public Works may establish.

Applicant Signature: _____

Date: 06/17/2020

Reset Form

Print Form



Town of Arlington, Massachusetts

7:15 p.m. Edmund Road (134' nely of Brand Street to Washington Street)

Summary:

- a) Request: Repair to Private Way
 - b) Betterment Order
- Christine Aquilino, Resident

ATTACHMENTS:

	Type	File Name	Description
▣	Reference Material	Edmund_Rd._Abutter_Approval.pdf	2/3 Abutter Approval
▣	Reference Material	Edmund_Rd._Hearing_Notice.pdf	Abutter Hearing Notice
▣	Reference Material	Betterment_Order.docx	Betterment Order

ABUTTER ADDRESS	NAME	Y/N	LOT SIZE	PRICE	1/3 AMT	PAID	2/3 AMT	PAID AMT	PIF
77 Edmund Rd.	Leger	Y	1	\$3,555.55	\$1,185.18				
81 Edmund Rd.	Pedulla/Aquilino	Y	1	\$3,555.55	\$1,185.18				
83 Edmund Rd.	Zhou/Deng		1	\$3,555.55	\$1,185.18				
96 Edmund Rd.	Zenk/Potter	Y	1	\$3,555.55	\$1,185.18				
256 Washington St.	Pendergrass	Y	1	\$3,555.55	\$1,185.18				
262 Washington St.	Naylor/Citrin	Y	1	\$3,555.55	\$1,185.18				
1 Carl Rd.	Muhlanger	Y	1	\$3,555.55	\$1,185.18				
4 Carl Rd.	Moody	Y	1	\$3,555.55	\$1,185.18				
70 Edmund Rd.	Moody	Y	1	\$3,555.55	\$1,185.18				

TOTAL				\$32,000.00	\$10,666.62				
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OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON MASSACHUSETTS 02476-4908

June 10, 2020

To Residents of Edmund Road:

The Arlington Select Board will hold a public hearing on a petition received from two-thirds of the abutters of the private way known as Edmund Road, (134' nely of Brand Street to Washington Street) in accordance with Arlington Town bylaws, "Repairs to Private Ways", on **Monday, June 29, 2020, at 7:15 p.m. The meeting will be conducted remotely by Zoom. Information for this meeting will be available on the Town's website 48 hours prior to the meeting.**

The purpose of the public hearing is to determine if the repairs should be made. The public hearing will provide property owners an opportunity to be heard on the matter prior to the Select Board taking action on the petition.

The total estimated cost of the work to be performed is \$32,000. The estimated assessment, per lot, to the abutting property owners is \$3,555.55 . If the Select Board approves the project, one-third of the total estimated cost (\$1,185.18 per lot) is required **by certified check or money order** prior to the start of the project. The remaining balance will be due upon completion, or if you choose, it can be assessed on your tax bill for payment over a **five-year period with interest**, in accordance with the M.G.L. Chapter 80, The Betterment Act.

Should you have any questions regarding this, please do not hesitate to contact me. Enclosed please find a copy of the Town bylaws, and a copy of the public hearing notice.

Very truly yours,
SELECT BOARD

A handwritten signature in cursive script, reading "Marie A. Krepelka".

Marie A. Krepelka
Board Administrator

MAK:fr
Enclosures

(PLACE TOWN SEAL HERE PLEASE)

Legal Notice
SELECT BOARD
PRIVATE WAY REPAIR
PUBLIC HEARING

At 7:15 p.m. Monday, June 29, 2020, there will be a public hearing by the Select Board on a petition received from two-thirds of the abutters of the private way known as Edmund Road (134' nely of Brand Street to Washington Street) in accordance with Arlington Town Bylaws, "Repairs to Private Ways". The purpose of the public hearing is to determine if funds from the Private Way Account should be expended for said roadway. The meeting will be conducted remotely by Zoom starting at 7:15 p.m. Information for this meeting will be available on the Town's website 48 hours prior to the meeting.

Per Order of
The Select Board

Arlington Advocate publication:
June 18, 2020
June 25, 2020

ARTICLE 3 REPAIRS TO PRIVATE WAYS

Section 1. Classification

The Town Engineer and the Director of Public Works upon request of the Select Board acting in its capacity as the Board of Public Works shall recommend the classification of private ways in the Town according to the state of their construction and repair. The Board may then adopt such classifications with any modifications it may deem appropriate.

Section 2. Definition and Authorization

(ART. 20, ATM -05/04/92) (ART. 23, ATM - 04/28/04)(ART. 12, ATM - 04/23/18)

- A. The private property owners abutting private ways are responsible for the maintenance of such ways, which must be maintained so that there are no defects to impede the safe passage of emergency vehicles. This bylaw provides a means by which the Town may assist in the maintenance of such ways, primarily by providing a mechanism for private way abutters to fund repairs known as a "betterment."
- B. The Board may vote to direct the Town Manager to make temporary repairs to private ways at the request of the Director of Public Works as provided below. Temporary repairs shall be limited to the filling of potholes and temporary patching.
- C. The Board may authorize a temporary or extensive repairs to private ways by abutter petition for a betterment. Extensive repairs shall include, but not be limited to, skim coating, armor coating, drainage work, and grading of gravel roadways. For all extensive repairs the petitioners agree to enter into a contract with a private contractor to repair and pave the roadway forthwith.

Section 3. Criteria

(ART. 35, ATM - 05/18/05; ART. 12, ATM 04/23/18)

A. Abutter Criteria

The Board shall in making its determination as to the advisability of making temporary or extensive repairs by abutter petition take into consideration the following factors: By-Laws of the Town of Arlington Title III

- 1. The accessibility of the properties on the private ways to emergency vehicles such as police, fire and rescue.
- 2. The volume of traffic that utilizes the private way i.e. dead-end as opposed to feeder or connecting streets.
- 3. The percentage of abutters on the particular private way petitioning the Board for the repairs.
- 4. The number of years that the way shall have been open to public use.

5. Such other considerations that the Board deems appropriate.
6. Public Safety.

B. Town Criteria

The Board may authorize temporary repairs at the request of the Town whenever the Director of Public Works so advises the Board that repairs are required to abate an immediate hazard caused by a defect necessary for the safe passage of public safety vehicles.

Section 4. Petition (ART. 12, ATM 04/23/18)

The Select Board shall consider any private way or portion thereof for temporary or extensive repairs after having been petitioned to do so by at least two-thirds of the total number of abutting property owners on the Private Way who directly abut the portion to be considered for temporary or extensive repairs. The Town shall only be considered an abutter for the purposes of this section, and assessment of costs in Section "6," to the extent a private way is substantially used by Town staff or the public for the specific purpose of utilizing an abutting Town parcel.

The Select Board may after careful consideration, elect to do the entire portion which was petitioned for, or a lesser portion, provided at least two-thirds of the abutting property owners on the lesser portion to be done are in favor of such action. The Select Board shall upon receipt of a petition with at least two-thirds of the abutters' signatures affixed thereto By-Laws of the Town of Arlington Title III shall hold a public hearing on the advisability of ordering the repairs and the kind and extent thereof. All abutters shall be given written notice of the hearing not less than seven (7) days prior thereto.

Section 5. Alternate Petition

Notwithstanding the provisions of Section 4 above, the Board may also consider a number of private ways for repair as a whole project when these private ways are ways where a majority of abutters are members of an association of abutters whose major purpose has been the maintenance and repair of those ways upon which these members' properties abut.

The Select Board may only consider these private ways to be repaired as a whole project when having been petitioned by two-thirds of the total number of abutters who abut all of the ways represented by the association. The Select Board upon receipt of such a petition shall hold a public hearing on the advisability of ordering the repairs and the kind and extent thereof. All of the abutters on all of the ways represented shall be given written notice of the hearing not less than seven days prior thereto.

Section 6. Assessment of costs (ART. 23, ATM – 04/28/04) (ART. 35, ATM – 05/18/05) (ART. 12, ATM 04/23/18)

The costs of all labor and materials and processing shall be assessed equally to all

abutters on the private way, or portion thereof (except with respect to Town property as set forth in Section 4), or if the Select Board votes to order any repairs pursuant to a petition filed under Section 5 all the abutters on all the private ways to be repaired without regard to linear frontage.

A **one-third deposit** of the total estimated cost of the completion of the repair project shall be required before any work can be commenced. All remaining costs shall be apportioned, assessed and collected on a perproperty basis pursuant to the procedures provided in Chapter 80 of the General Laws, the Betterment Act, including the placing of liens on the affected property and the collection of apportioned costs by means of property tax collection.

Any and all such deposits shall be deducted from the equalized share of the property owners actually paying.

**Section 7. Collection of Apportioned Share
(ART. 35, ATM – 05/18/05)**

The Select Board before authorizing any repairs shall adopt a formal Betterment Order which shall require each abutter to pay their property's unpaid apportioned share of the repair cost over a five year period to include interest at 5 percent or 2 percent above the cost (including Town oversight and administration costs) of any bond issued to fund the repair in question. The Assessors in conjunction with the Town Tax Collector will commit such amount to the respective abutter's property tax bill and the Engineering Division of the Public Works Department will cause same to be recorded at the Registry of Deeds so that same runs with the land.

**Section 8. Liability
(ART. 35, ATM – 05/18/05) (ART. 19, ATM – 05/04/92) (ART. 11, ATM 04/23/18)**

There shall be a limitation of liability on the Town of Five Hundred (\$500.00) Dollars for any damages arising from any negligent repair of the private way which shall include damage from surface water run-off.

No repair shall be commenced until all the petitioners have signed an agreement with the Town holding the Town harmless from any additional damages arising from any negligent repair and providing evidence of insurance to the satisfaction of the Town. However, nothing in this paragraph shall excuse the Town from damages to property caused by the Town or agents thereof, during the repair process.

Temporary repairs made at the request of the Director of Public Works necessary to abate an immediate hazard caused by a defect shall not be considered as maintenance of the private way, nor shall the way be considered a public way. The Town shall not be liable for any damage incurred by the defect, subsequent repair or failure to make repairs to private ways.

TOWN OF ARLINGTON
MIDDLESEX COUNTY, MASSACHUSETTS

June 29, 2020

**Order relating to Edmund Road (134' nely of Brand St. to Washington St.) Roadway
Improvements.**

Moved and Seconded that the Select Board acting pursuant to G.L. c. 40 § 6N, c. 80 §§ 1-16, and Article 3 of Title III “Repairs to Private Ways” of the Bylaws, hereby issue the following order to assess betterments for Edmund Road (134' nely of Brand St. to Washington St.).

- (1) Betterments are to be assessed for work done in accordance with the project entitled “Edmund Road (134' nely of Brand St. to Washington St.), Private Road Repair Project”.
- (2) Betterments shall be assessed equally upon each parcel of land benefiting from such roadway improvements based upon the number of parcels whose address or property as assigned by the Town Engineering Department is on or directly abuts Edmund Road (134' nely of Brand St. to Washington St.).
- (3) Betterment Costs, currently estimated at \$32,000.00 shall be assessed over a five year period at an interest rate not to exceed 5%; and
- (4) Final assessment of betterment costs shall be determined after the work is completed in accordance with the above Plan and as accepted by the Town.

By Order, Select Board

John V. Hurd, Chair

Joseph A. Curro, Jr., Vice Chair

Diane M. Mahon

Stephen W. DeCoursey

Lenard T. Diggins



Town of Arlington, Massachusetts

Grants Committee of the Arlington Commission for Arts and Culture (formerly Arlington Cultural Council)

Summary:

Nicholas Castellano (term to expire 6/30/2023)

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	N._Castellano_appt.pdf	Reference

ATTN: Ms. Mary A. Krepelka, Board Administrator
Office of the Board of Selectmen
Town Hall
730 Massachusetts Avenue
Arlington, MA 02476-4908

Re: Grants Committee of the Arlington Commission for Arts and Culture (formerly known as the Arlington Cultural Council)

Dear Select Board,

Please be advised that at the June 8th meeting of the Grants Committee of the Arlington Commission for Arts and Culture (the Arlington Cultural Council), we voted on the membership of Nick Castellano, whose letter of interest and resume are attached. The vote to accept him as a member was unanimous.

If it is possible to put this matter on the agenda for the next Select Board meeting we would be grateful, as we are anxious to add him to the membership at this important time of year.

If you should have any questions, or require any additional information, please do not hesitate to contact me. I look forward to hearing back from you.

Very truly yours,

Becky

S. Rebecca Holmes-Farley
Co-Chair and Corresponding Secretary

Nicholas Castellano

Arlington, MA 02474

| npcastel@gmail.com

Monday, June 01, 2020

Arlington Commission for Arts and Culture Grants Committee

730 Massachusetts Ave,

Arlington, MA 02476

To Whom It May Concern,

My name is Nicholas Castellano, and I am interested in serving on the Arlington Commission for Arts and Culture Grants Committee.

For the past ten years I have been a classical musician. I have performed with Yo-Yo Ma, Michael Tilson Thomas, Emmanuel Ax, and many other major classical music performers and conductors. I was a fellow at the New World Symphony and played for a year with the Cincinnati Symphony Orchestra.

Recently I transitioned to a career in Arts Administration. I currently work in Concord, MA at The Umbrella Arts Center as an Office Administrator.

I am eager to bring my experience in the arts to the Grants Committee. I hope that my participation will help the Grants Committee continue to be an invaluable part of the arts ecosystem in Arlington.

Sincerely,
Nicholas Castellano

Nicholas Castellano

Arlington, MA 02474

npcastel@gmail.com

Work Experience

The Umbrella Arts Center

2020 – Present

Office Administrator

- Created and implemented a system for online learning during the Covid-19 pandemic.

Milton Academy

2019 – Present

Music Tutor

- Develop unique curriculum for each student to teach technique and musicianship.
- Schedule weekly lessons based on students' changing schedules.

Cincinnati Symphony Orchestra

2018 – 2019

Acting Assistant Principal/Utility Horn

- Performed with the Cincinnati Pops, Ballet, and Opera.
- Participated in "Look Around," a city-wide initiative that resulted in a cross-genre, musical and visual performance for the City of Cincinnati.

New World Symphony

2016 – 2018

Fellow

- Contributed to donor retention through gala interactions, personal phone calls, and performances at donor events.
- Participated in arts leadership workshops on the subjects of budgeting, program design, and negotiation.
- Drafted a proposal and created the "WallChats" podcast designed to foster community among the existing Wallcast audience.
- Collaborated to produce "Blink, Burn," an audio-visual art performance with students from the Pratt Institute.
- Performed as a member of the orchestra under maestro Michael Tilson Thomas.
- Taught as a part of an exchange program with the Iberacademy in Medellin, Colombia.

Community Experience

New World Symphony Mentorship Program

2019

Mentor

- Guided underprivileged students through the college application and pre-screening process.

USC Visions and Voices

2011 – 2014

Volunteer

- Executed various day-of event tasks including running check-in tables and guiding participants through programmed activities.

Education

University of Michigan

M.M. Horn Performance

M.M. Chamber Music

University of Southern California – Summa cum Laude

B.M. French Horn Performance

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 18, 2020

Nicholas Castellano
Arlington, MA 02474

npcastel@gmail.com

Re: Appointment: Grants Committee of the Arlington Commission for Arts and Culture (formerly Arlington Cultural Council)

Dear Mr. Castellano:

As a matter of the standard appointment procedure, the Select Board requests that you attend a virtual meeting of the Select Board conducted by remote participation, on Monday, June 29th at 7:15 p.m.

It is a requirement of the Select Board that you join this virtual meeting. This will give the Board an opportunity to meet and discuss matters with you about the area of activity in which you will be involved.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, freidy@town.arlington.ma.us, if you have any questions.

Thank you.

Very truly yours,
SELECT BOARD

Marie A. Krepelka
Marie A. Krepelka
Board Administrator



Town of Arlington, Massachusetts

Minuteman School Committee Representative, Arlington

Summary:

A. Michael Ruderman (term to expire 6/30/2023)

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	M._Ruderman_cover_letter__resume.pdf	M. Ruderman resume
▢	Reference Material	M._Ruderman_meeting_notice.pdf	Meeting Notice

REC'D
SELECTMEN
ARLINGTON, MASS.

June 18, 2020

2020 JUN 19 AM 8:58

Members of the Arlington Select Board:

I was delighted to hear of the Arlington School Committee Representative opening on the Minuteman School Committee and I enthusiastically submit this cover note and my attached resume as my application for appointment.

I would bring to the Minuteman School Committee position the hearty blend of educational, finance, and governance expertise the role requires. My affiliation with Minuteman began eight years ago, when our daughter Julia entered ninth grade in the fall of 2012. I served seven years as a member of the Advisory Board for the Engineering and Robotic shops, advising teachers on curriculum and helping students in the technology courses connect with mentors in the workplace. For three years I was co-chair of the board and its representative to Minuteman's General Advisory Board. Working with Minuteman's Superintendent and administration, our General Advisory Board responsibilities included gaining final approval from the state's School Building Authority (MSBA) for a new school building, convincing the member towns to pay for it, and promoting the value of Minuteman's experiential approach to learning to the new students who would fill it.

I'm proud to say we succeeded in all three endeavors. We gained MSBA approval in January 2016 for a new school. That June, I led the successful campaign for an Arlington tax override to fund our share of the cost, and in September we won the vote across all 16 towns then in the regional school district to launch the project. Today, as you know, the new school is open, fully enrolled, and with a waiting list of students who would like to attend.

I played a role in Minuteman's past; now I would like to turn my time and attention to Minuteman's future. Challenges ahead include continuing to prepare and pass a budget that can adequately fund hands-on vocational education; maintaining state-of-the-art curriculum for the workforce of tomorrow; and fostering deeper corporate/community connections so that all Minuteman students can benefit from internships and employment. My personal traits and experience have prepared me to do all this successfully. As I entered my 20th year as an elected Town Meeting Member this past week, I am very familiar with the municipal funding process and budget cycle for Minuteman. I've attended numerous Finance Committee meetings and understand the process thoroughly. I know how to address voter questions or concerns and can advocate effectively--just as I have already done--for Minuteman's success. In addition to my lengthy service as a Town Meeting Member, I have also served on multiple Town Boards and Committees, including a decade as an appointed member of the Arlington Historical Commission; Arlington's 200th Anniversary Committee; the Thompson School Rebuild Committee; and the Arlington High School Educational Visioning Committee.

Presentation skills, and the ability to interact with individuals from all levels ranging from

students to Town Managers, are a hallmark trait of mine. I have demonstrated these skills in various forums, both on the floor of Town Hall and through ACMI presentations, as well as lectures to the Arlington Historical Society. As a former classroom teacher myself--and, of course, a parent of a Minuteman graduate--I feel very comfortable connecting with the elementary, middle, and high school leaders as well as students and parents, to increase the awareness of Minuteman as a good option for Arlington students.

I am more than willing to attend all required or optional professional development sessions run by MASC. I will serve on whichever subcommittee needs my help; I can see making an immediate contribution to the Finance and Enrollment subcommittees and working with the General Advisory Board. I am accustomed to ongoing professional development and ethics requirements, both from my annual disclosure requirements as a Commonwealth of Massachusetts employee, and as a licensed real estate sales agent.

I hope to have a chance to answer any questions you might have in person. Thank you.

Sincerely,

A. Michael Ruderman

Arlington MA 02474

A. MICHAEL RUDERMAN

, Arlington, MA 02474 •

Summary: Senior analytical manager skilled in complex legal processes and systems in public/private partnerships. Superior communicator adept at consensus building and mediation among divergent stakeholders. Focused on continuous process improvement within tight financial and staffing constraints.

COMMONWEALTH OF MASSACHUSETTS

MassDOT Highway Division, Right of Way Bureau

RIGHT OF WAY AGENT III

District 4: Arlington, MA

Serve as lead agent for team. Promoted twice since initial hire. Negotiate documents for easements, land takings, and damage agreements with property owners affected by highway construction projects. Conduct public hearings to disseminate project information, gather community input, and allay concerns. Coordinate and document actions of state and federal offices for most efficient highway repair and for least deleterious impact on neighborhoods and individuals.

Oversee the work of Right of Way Agents I and II as assigned. Organize and lead special projects as requested by the Projects Administrator and the Right of Way Director, including the adoption of Windows SharePoint Services as the paperless medium of information exchange and project tracking within Right of Way.

Manage the activities of Right of Way's Conveyancing Section, including assigning work to outside examiners, conducting and reviewing title examinations. Provide supervision, training and technical assistance to other Mass. Highway employees on land takings, relocations of business and homeowners; make on-site visits to properties and structures; conduct research at various sources of property data; respond to information and evidence requests from lawyers, engineers, construction managers, and appraisers from outside of Mass. Highway. (2005 to present)

VERITAS INFORMATION SERVICES

Arlington, MA

FOUNDER AND PRESIDENT

Managed all aspects of a real estate title examination business whose clients were primarily lawyers with practices in conveyancing, estate planning, commercial land development and civil litigation. Principal responsibilities included budgeting, marketing and quality assurance. Hired and supervised staff and subcontractors.

Performed and reviewed over 7500 real estate title examinations on properties throughout New England, including extensive work in residential real estate, and specializing in commercial parcels and land development. Searched probate records to confirm or establish ownership by bequest or succession. Resolved ownership of lost and disputed tracts in preparation for Land Court decrees. (1992 to 2005)

CLOSINGS, LTD.

Needham, MA

CHIEF TITLE EXAMINER

Principal title examiner for a residential mortgage closing company founded in 1988, employing 60 persons in 5 offices in New England. Examined real estate titles throughout Massachusetts. Directed the work of 9 staff examiners, one title coordinator, and 75 independent contractors. (1989 to 1992)

MASSACHUSETTS BAY TITLE COMPANY, INC.

PRESIDENT

New Bedford, MA

Created, developed and managed a title examination business serving southeastern Massachusetts. (1984-1988)

Other Experience

Arlington MA Town Government:

- Arlington Community Media Inc. (ACMi) Treasurer and board member (2015 to present)
- Town Meeting Member [elected] (2001 to present)
- School Facilities Working Group (2005-2007)
- 200th Anniversary Committee (2006-2007)
- Historical Commission (1997-2007)

Teaching and Education:

- Minuteman High School (Lexington MA): Engineering and Robotics Advisory Board, member and Co-Chair (2012-2019)
- Northeastern University (University College), Boston, MA: Created curriculum for and taught RE 4305: Real Estate Title Examination (1993-1994)
- Friends Academy, North Dartmouth, MA: Taught grades 7-9 foreign languages (1983-1984)
- Rochester Memorial School, Rochester, MA: Taught K-5 gifted and talented enrichment (1982-1983)

Non-profit involvement:

- Harvard Band Foundation: Clerk and member of the Board of Directors (1986 to present)
- Massachusetts Historical Commission: conference planning and instructional materials review (2002-2004)
- Habitat for Humanity of Boston: Site Acquisition Committee (1999-2001)
- Boy Scouts of America (Old Colony Council): Camp Squanto Alumni Association (1990 to present)
- Blue Hills Trailside Museum (Canton MA): fundraiser and planner (1996-1999)

Education, Credentials, Publications

HARVARD COLLEGE: A.B. awarded 1982, with concentration in European and American History

UNIVERSITY of MASSACHUSETTS at LOWELL: graduate-level courses in Highway Engineering, Geographic Information Systems, and Housing Policy and Statistics

LICENSE: Massachusetts Real Estate Salesperson No. 9023257 (July 2020 renewal in process)

PUBLISHED in *Massachusetts Lawyers Weekly, Arlington Advocate, New England Business Journal, and Harvard Magazine.*

References and publications are available upon request.

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

June 25, 2020

A. Michael Ruderman
Arlington, MA 02474

amruderman@gmail.com

Re: Appointment: Minuteman School Committee Representative, Arlington

Dear Mr. Ruderman:

As a matter of the standard appointment procedure, the Select Board requests that you attend a virtual meeting of the Select Board conducted by remote participation, on Monday, June 29th at 7:15 p.m.

It is a requirement of the Select Board that you join this virtual meeting. This will give the Board an opportunity to meet and discuss matters with you about the area of activity in which you will be involved.

Information which includes the link to the meeting will be available at the bottom of the Select Board Agenda as well as on the Town Calendar when the meeting is posted Thursday, June 25th by 7:00 p.m.

Please contact this office by e-mail, freidy@town.arlington.ma.us, if you have any questions.

Thank you.

Very truly yours,
SELECT BOARD

Marie A. Krepelka
Marie A. Krepelka
Board Administrator



Town of Arlington, Massachusetts

For Approval: Sidewalk Cafe License

Summary:

Menotomy Grill, 25 Massachusetts Avenue, William Lyons

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Menotomy_Grill_Inspection_Reports.pdf	Sidewalk Cafe Inspection Reports
▢	Reference Material	Menotomy_Grill_Application.pdf	Sidewalk Cafe Application

LICENSE APPLICATION REPORT

Type of License: Sidewalk Café

Name of Applicant: William Lyons d/b/a Menotomy Grill & Tavern

Address: 25 Massachusetts Avenue

The following Departments have **no objections** to the issuance of said license:

- ADA _____
- Health _____
- Building _____
- Planning _____

The following Departments have **no objections** but have made comments or conditions regarding the issuance of said license: (see attached)

- ADA _____x_____
- Health _____x_____
- Building _____x_____
- Planning _____x_____

The following Departments have **objections** to the issuance of said license:
(see attached)

- ADA _____
- Health _____
- Building _____
- Planning _____



Town of Arlington
Department of Health and Human Services
27 Maple Street
Arlington, MA 02476

Tel: (781) 316-3170
Fax: (781) 316-3175

Memo To: Select Board
Adam Chapdelaine, Town Manager
From: Jillian Harvey, DEI & ADA Coordinator
Date: June 25, 2020
RE: Menotomy Grill & Tavern Sidewalk Café Permit

It appears from the attached diagram and information provided for the sidewalk in front of Menotomy Grill & Tavern, 25 Massachusetts Avenue, that all conditions pertaining to accessibility of sidewalk dining are in compliance with ADA Architectural Access Guidelines.

In order to be in compliance with regards to sidewalk dining the absolute minimum clear path of travel along the sidewalk must be at least 36" excluding curb stones with at least 36" between tables according to the Massachusetts Architectural Access Board and the Americans with Disabilities Act Architectural Access Guidelines. The Arlington Disability Commission does have a preference for a 48" clear path of travel. Potential obstructions on the sidewalk that could affect compliance after permitting that will need to be routinely checked are location of tables, chairs, other furniture, trees, trash receptacles, fire hydrants, planters, sandwich boards, etc.

There are requirements for accessible tables which would need to be considered as the cocktail tables, as originally proposed for use do not seem to meet the requirements: A 30" wide x 48" deep clear space is required to be provided at each seating location at the accessible tables. This clear space must not also interact with the knee space depth under the table by more than 19 inches. (MAAB Section 17.2.3). In terms of table height, the tops of the accessible tables provided shall be located between the height of 28 inches to 34-inches above the floor or ground. (MAAB Section 17.2.5). Please do note, that in order for the tables to be accessible the knee space is critical, so with a 24" table, which is the width of the cocktail tables to be used, if there is a pedestal (central pole holding the table up) the 24" table may not provide the appropriate depth that will be required at an accessible table.

Additionally, 5% of the seating distribution, but no less than one, must be wheelchair accessible. The Disability Commission recommends to the Select Board that a compliance monitoring process be developed in addition to restaurants providing training for all their restaurant staff to ensure that accessibility is maintained after the permitting process.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: 

Date: 6/25/20

**OFFICE OF THE SELECT BOARD
TOWN OF ARLINGTON - INSPECTION REPORT**

Report is due at the Office of the Select Board by June 23, 2020
ONE REPORT IS REQUIRED FROM EACH DEPARTMENT.

Location: 25 Massachusetts Avenue
Applicant's Name: William Lyons
D/B/A: Menotomy Grill and Tavern
Telephone: 617-257-0651
Department: Sent Via E-mail

Date: 6/23/2020

Meeting Date: June 29, 2020

Re: SIDEWALK CAFÉ LICENSE

Police
Fire
Board of Health
Building
Planning: Ali Carter, Economic Development Coordinator

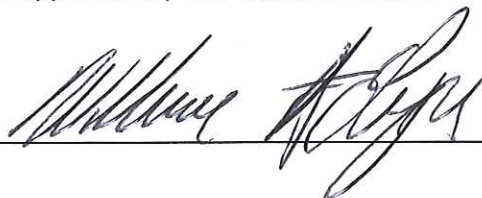
The proposed outdoor seating application is for 5 tables and 10 chairs. The site plan indicates adequate pedestrian passage for ADA compliance. Perimeter materials are not included in this application but are strongly encouraged. The proposal also meets the requirements of the State Guidelines for Restaurants in the Massachusetts Reopening Plan. The Department supports the issuance of a sidewalk café permit to the applicant.

Any changes in signage, including signs in the window, and changes to the façade of the building may be subject to review by this Department. The Applicant is reminded that all signs, including re-lettering of the existing signs require a permit issued by the Building Department. Other provisions of the Zoning Bylaw may apply as determined by the Building Inspector.

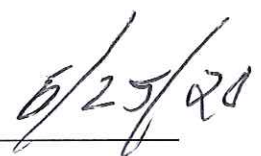
APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: _____



Date: _____



**OFFICE OF THE SELECT BOARD
TOWN OF ARLINGTON - INSPECTION REPORT**

Report is due at the Office of the Select Board by, June 23, 2020
ONE REPORT IS REQUIRED FROM EACH DEPARTMENT.

Location: 25 Massachusetts Avenue
Applicant's Name: William Lyons
D/B/A: Menotomy Grill and Tavern
Telephone: 617-257-0651
Department: Sent Via E-mail Date: 6/9/2020

MEETING DATE: June 29, 2020

Inspected By:

SIDEWALK CAFÉ PERMIT

Board of Health
Building
Planning
ADA

INSPECTION REPORT SECTION:

The Building Department has no objections to issuing this license as long as all the following conditions are complied with:

All building changes need building permits.

All sign changes need approval and sign permit.

The Director of Inspectional Services has no objection to the issuance of this license pending compliance with Zoning and Building Code Regulations.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: 

Date: 6/25/20



Town of Arlington
Department of Health and Human Services
Office of the Board of Health
27 Maple Street
Arlington, MA 02476

Tel: (781) 316-3170
Fax: (781) 316-3175

MEMO

To: Select Board
From: Kylee Sullivan, Health Compliance Officer
Date: June 23, 2020
RE: Board of Health Comments for Select Board Meeting on June 29, 2020

Please accept the following as comments from the Office of the Board of Health:

Menotomy Grill and Tavern: 25 Massachusetts Avenue
Sidewalk Café Permit

- The Establishment must prohibit smoking and the use of e-cigarettes in the outdoor seating area by conspicuously posting a notice or sign which states "No Smoking" or by using a sign with the international "No Smoking" symbol in the outdoor area.
- The owner or designated Person in Charge is responsible for maintaining the outdoor seating area smoke free.
- Any Person in Charge of a public place or workplace who fails to comply with the Town's *Regulations Prohibiting Smoking in Workplaces and Public Places* is subject to a fine of one hundred dollars (\$100.00) for each day of the violation.
- The Establishment is responsible for maintaining the outdoor seating in a clean and sanitary manner, free from garbage and trash or other refuse that would constitute a public health nuisance.
- Compliance must be achieved with the State's Sector Specific Workplace Specific Safety Standards for Restaurants to Address COVID-19 until such standards are rescinded or amended by the State.
- The Sidewalk Café is an extension of the Establishment and thus must comply with all relevant sections of the Food Code.

APPLICANT SIGNATURE SECTION:

I have received the above report and acknowledge said inspection. I fully understand that no work is to commence at the premises of the proposed location of which is the subject matter of this inspection report until the license is approved by the Select Board; furthermore, any work done is done at the applicant's risk.

Applicant's Signature: _____

Date: _____

6/25/20

Sidewalk Café Permit Application - Town of Arlington, MA

This is an application to the Board of Selectmen of the Town of Arlington Massachusetts, for a permit to place and maintain a Sidewalk Café on the public right of way in Arlington, Massachusetts described below:

(PLEASE TYPE OR PRINT)

Business Name:

Menotomy Grill & Tavern

Length of Storefront (ft):

62'

Business Address/Location:

25 Mass Ave., Arlington

Width of Sidewalk along Storefront (ft); *1:

8'

Phone Number/Email:

williamlyons@life.com

Length of Proposed Sidewalk Café (ft):

62'

Business Representative's Name:

William Lyons

Width of Proposed Sidewalk Café (ft); *2:

2'

Name & Address of Building Owner:

*1: Measure from front Building Wall to inside of sidewalk granite curb edge.

*2: Measure from front Building Wall to outside of Sidewalk Café surrounding border fencing/barrier.

Application Submittal Requirements:

- 1.) Fee: An annual permit fee of **\$50.00** payable to the Town of Arlington filed with the Select Board's Office. The Board may prorate its fee for applicants in their initial term to reflect the number of months the permit sought will be held.
- 2.) Site Plan: Furnish a **Site Plan** (scale diagram) showing the location of tables, chairs, umbrellas, trash receptacles, heaters, barricades, as well as a **picture or photograph of the proposed furniture** in compliance with the following requirements:
- No person or entity shall cause to be placed within the public ways any furniture without applying for a permit and receiving approval from the Select Board of the Town. This permit shall be considered separate and distinct from others issued by the Town, including those for common victuallers.
 - Ordinarily, the location of the sidewalk café must be directly in front of the business operating the café, and may not extend beyond the side property lines. It shall be sited as close to the building façade as practicable and in no event to exceed twelve (12) feet from the food service door of the establishment.
 - Under limited circumstances, sidewalk café areas may be approved adjacent to a storefront, grouped at a distance from the storefronts, or allowed in both positions if a scaled plan showing dimensions clearly establishes:

- a) The requested location(s) create the least obstruction for pedestrian access to storefronts, crosswalks and pedestrian circulation, and/or
 - b) the location does not extend substantially beyond the side edges of the business (allowing for up to 10 feet of latitude where landscaping, public facilities, utility poles or adjacent seating areas obstruct the front of the business premises), and/or
 - c) no more than 256 square feet of the public way would be cordoned off for establishments serving liquor unless the Board determines from the scaled site plan (with dimensions shown) and photos that additional square footage for outdoor seating would not leave less than 36" to the nearest barrier, would not impede circulation, and would not preclude other allowed desirable uses for the public space, and
 - d) in every case, the additional seating does not violate zoning, building, or other code as determined by the Director of Inspectional Services.
- Further, Tables, chairs, benches, food equipment shall be located so that they do not impede, endanger or interfere with pedestrian traffic, with a minimum width of three (3) feet and a recommended width of four (4) feet of unobstructed passage for pedestrian traffic.
 - In addition, no sidewalk café furniture shall be affixed, erected, installed, placed, used or maintained **within five (5) feet** of any marked or unmarked crosswalk or handicapped ramp; or within five (5) feet of any fire hydrant, fire lane, call box, or bus stop.
 - Unlicensed furniture within the public ways of the Town will be subject to removal with the cost thereof to be borne entirely by the owner. In addition, fines may be imposed by the Select Board not to exceed \$100 for removal, storage or destruction.
 - No fixtures or devices on which food or beverages are sold or consumed shall be attached to the sidewalk or other public area. The property owner is responsible for the restoration of the sidewalk or public-right-of-way if any damage is caused by the sidewalk café. Physical barriers bordering/framing a sidewalk café may not exceed four (4) feet in height.
 - Lighting for sidewalk cafes is subject to approval during the permitting process. Tabletop lighting may include candles and battery-operated fixtures.
 - Well-designed physical barricades surrounding/framing sidewalk cafés are **strongly encouraged**.

3.) Insurance: The applicant restaurant-owner shall furnish a **certificate of insurance** providing commercial insurance coverage for bodily injury, death, disability, and property damage liability in the following amounts:

- At least \$1,000,000 per occurrence and \$3,000,000 annual aggregate for any restaurant serving alcohol as part of its use of sidewalk café space; or

- At least \$300,000 per occurrence and \$900,000 annual aggregate for restaurants which are either not licensed to serve alcohol or restaurants which attest that they will not serve alcohol as part of their use of sidewalk café space.

The Town of Arlington shall be named as an additional insured on a primary, noncontributory basis for any liability arising directly or indirectly from the operation of a sidewalk café. In the event the insurance is cancelled, the permit holder has 24 hours to reinstate the insurance or the permit shall be revoked. The permit holder shall immediately inform the Select Board's Office if insurance under this provision is revoked and shall not operate the sidewalk café until insurance is restated in accordance with this requirement. An insurance certificate naming the Town as an additional insured must be provided to the Office of the Select Board before any Sidewalk Café/Outdoor Seating Area will be issued.

4.) Indemnification and Acknowledgement of Rights: The applicant restaurant-owner shall also furnish a signed agreement to indemnify the Town of Arlington for its use of public property as a sidewalk café/outdoor seating from any and all claims that may be brought against the Town in connection with such use. Such a signed agreement shall also acknowledge the Town's rights with respect to its property and the limitations of the permit (attached hereto).

5.) Compliance Requirements: By signing this application, the Applicant agrees to accept and comply with the following requirements:

- All services provided to sidewalk café customer and customer activity must occur within the designated sidewalk café area.
- Permit holder is responsible for proper supervision of the sidewalk café in order to ensure the requirements of this section are met.
- Permit holders must ensure that the requirements for operation are met. These include:
 - Patrons must wear shoes and shirts at all times.
 - All sidewalk cafes must maintain at least one opening for ingress and egress at all times. All sidewalk cafes shall abide by all requirements of the currently adopted International Building Code and the American's with Disabilities Act within and around the exterior of the sidewalk café.
 - To the extent applicable, sidewalk cafes must adhere to all regulations pertaining to food and beverage enforced by the Board of Health and Board of Selectmen.
 - All areas within and surrounding a sidewalk café must be maintained in a clean, neat, and sanitary condition.
 - All permit holders shall be required to abide by all federal, state, and local laws.
 - Outdoor alcohol service (and food service when alcohol is served outdoors) shall conclude at or before 10:00 p.m. Sunday through Thursday, and at or before 11:00 p.m. Friday and Saturday.

6.) Other Regulations: By receiving a sidewalk café/outdoor seating permit, restaurants are not exempted from other federal, state, and local laws and regulations. Among other regulations, permit holders must comply with local zoning

and state building code requirements and Select Board alcohol service regulations. Applicants are strongly advised to ensure their plans comply with zoning and state building requirements by contacting Inspectional Services.

7.) Revocation: The sidewalk café permit may be revoked for failure to maintain the standards required for the initial permit. A notice of intent to revoke a sidewalk café permit shall be given in writing 10-days prior to actual revocation and shall specify the area or areas of failure to meet requirements and maintain conditions the Town may have imposed. If, during that period, proof of compliance is made to the satisfaction of designated Town Inspectors by the holder of the permit, the permit shall be continued in force.

- Applicant certifies that all current property taxes due on its licensed premises are paid if property is owned by the Applicant.
- Applicant agrees to permit the Town to periodically verify the accuracy of information contained in this Application and agrees to provide information requested to verify the accuracy of the information and the Certifications contained in this Application.

8.) Term & Non-Transferability: Each Sidewalk Café Permit is valid for one calendar year from the January 1st through December 31st and is non-transferable.

I have read and fully understand the above rules and regulations applying to the approval of this permit.

Dated 5/27, 2020

By: William A. Lyons
(Signature)

(Print Name & Address) William A. Lyons Menotomy Grill & Tavern
25 Mass. Ave., Arlington

NOTE:

No sales or consumption of any alcoholic beverages can be allowed by the license holder in the patio area unless and until the changes to their location are approved by both the LLA, the ABCC and a new amended license (with the approved changes added to the description of premises) is issued.

Go to: www.mass.gov/abcc website for the ABCC application - Alteration of Premises and return with this application.

OFFICE OF THE SELECT BOARD



TOWN OF ARLINGTON

SIDEWALK CAFÉ INDEMNIFICATION AGREEMENT & ACKNOWLEDGEMENT

On behalf of the business applying for a Sidewalk Café (Outdoor Seating) license from the Town of Arlington Select Board, I, as a duly authorized agent of _____, a licensed restaurant operating within the Town of Arlington, acknowledge that I seek permission to use a portion of the public sidewalk in front of (or where permitted, adjacent to) the business premises to operate a sidewalk café/outdoor seating area. I understand that a Sidewalk Café permit does not give my business any right, title, or interest in any part of the sidewalk space approved for use.

Furthermore, I, as a duly authorized agent of _____, agree to hold harmless the Town of Arlington, its officers and employees, for any loss or damage arising from the use of the public sidewalk or the discontinuance of use resulting from an order, demand, or notice of any governmental agency with jurisdiction.

I understand that Select Board and/or any government agency with jurisdiction may revoke my permit to use public sidewalk space at any time for any reason whatsoever. The permit can be revoked for failure to comply with any terms and conditions of the permit or any agreements between my business and the Town of Arlington or for violation of any of the rules and regulations enforced by the Select Board, the Department of Inspectional Services, the Police Department, or the Board of Health. I understand there will be no refund of any fees or compensation paid to the Town of Arlington.

I further agree to promptly remove any property placed on the sidewalk space or reimburse the Town of Arlington for the cost of moving my business' property upon receipt of any written notice, demand, or order to vacate the sidewalk space from a governmental agency with jurisdiction.

I certify that I have read and agree with the terms and conditions outlined both here and within the Sidewalk Café Permit Application.

Dated 5/27, 2020

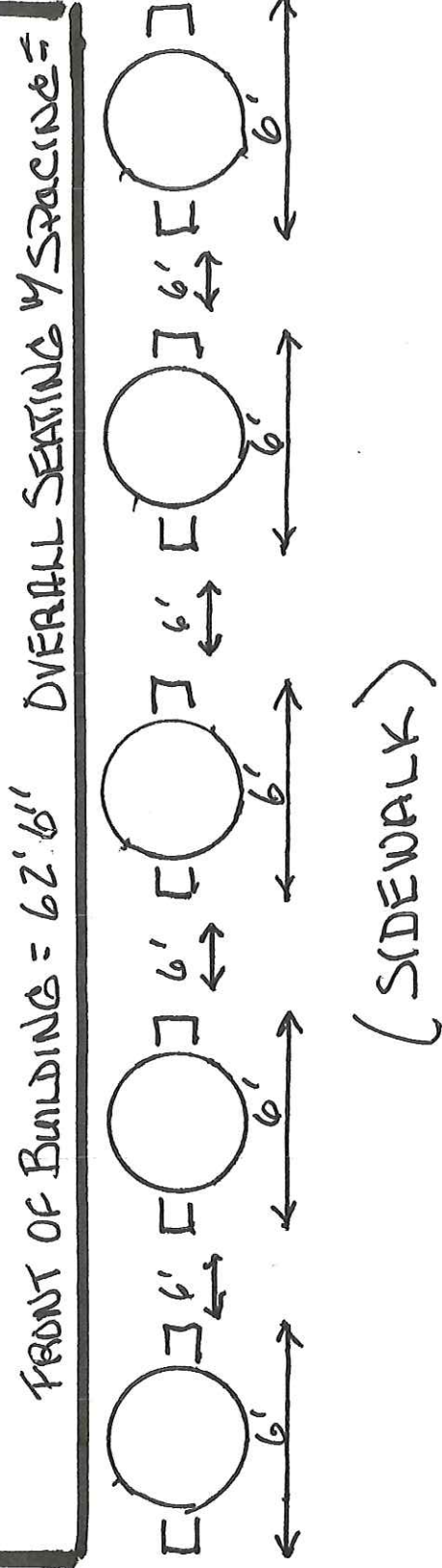
By: _____

Handwritten signature of William H. Jones in black ink.

(Signature)

MENDOTAY GRILL + TAVERN

FRONT OF BUILDING = 62' 6" OVERALL SEATING W/ SPACING = 54'



(SIDEWALK)

= FRONT OF BUILDING TO EDGE OF SIDEWALK = 8'

(PLANTER)

(MASS AVE)



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

11/13/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Quinn Group Insurance Agency, Inc. 223 Massachusetts Ave. Arlington MA 02474		CONTACT NAME: Ted Ward PHONE (A/C, No, Ext): (781) 483-3248 FAX (A/C, No): (781) 641-3223 E-MAIL ADDRESS: ted@quinninsurance.com	
		INSURER(S) AFFORDING COVERAGE INSURER A: Norfolk And Dedham Group PL	NAIC # 23965
INSURED MENOTOMY GRILL LLC 25 MASSACHUSETTS AVENUE ARLINGTON MA 02474		INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES**CERTIFICATE NUMBER:** CL19111313163**REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			R1842832A	10/05/2019	10/05/2020	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ MED EXP (Any one person) \$ 5,000 PERSONAL & ADV INJURY \$ GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 3,000,000 Liquor Liability \$ 1,000,000
	<input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			R1842832A	10/05/2019	10/05/2020	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$			U1808334A	10/05/2019	10/05/2020	EACH OCCURRENCE \$ 1,000,000 AGGREGATE \$ 1,000,000 \$
	<input type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/>	N/A	WE188367A	10/05/2019	10/05/2020	PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ 500,000 E.L. DISEASE - EA EMPLOYEE \$ 500,000 E.L. DISEASE - POLICY LIMIT \$ 500,000
A	Liquor Liability			R1842832A	10/05/2019	10/05/2020	Occurance 1,000,000 Aggregate 2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER**CANCELLATION**

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
11/21/2019

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Quinni Group Insurance Agency, Inc. 223 Massachusetts Ave. Arlington MA 02474		CONTACT NAME: Ted Ward PHONE (A/C, No, Ext): (781) 483-3248 E-MAIL ADDRESS: ted@quinnngroupins.com FAX (A/C, No): (781) 641-3223	
		INSURER(S) AFFORDING COVERAGE	
		INSURER A: Norfolk And Dedham Group PL	
		INSURER B:	
		INSURER C:	
		INSURER D:	
		INSURER E:	
		INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** CL19112113234 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE	\$
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$
							MED EXP (Any one person)	\$
							PERSONAL & ADV INJURY	\$
							GENERAL AGGREGATE	\$
							PRODUCTS - COMP/OP AGG	\$
								\$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident)	\$
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
	UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						EACH OCCURRENCE	\$
							AGGREGATE	\$
								\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	<input type="checkbox"/> Y <input type="checkbox"/> N	N/A				PER STATUTE	OTH-ER
							E.L. EACH ACCIDENT	\$
							E.L. DISEASE - EA EMPLOYEE	\$
							E.L. DISEASE - POLICY LIMIT	\$
A	Liquor Liability			R1842832A	10/05/2019	10/05/2020	OCCURANCE	1,000,000
							AGGREGATE	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

CANCELLATION

Town of Arlington 730 Massachusetts Ave Arlington MA 02478	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE

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Town of Arlington, Massachusetts

Update: Sustainable Transportation Plan

Summary:

Jenny Raitt, Director of Planning & Community Development

Daniel Amstutz, Senior Transportation Planner

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Connect_Arlington_Presentation.pdf	Presentation



Connect Arlington Update

Select Board Meeting

June 29, 2020

Project Start-Up

- Project funded by Town Meeting Appropriation and CDBG
- Sustainable Transportation Plan Advisory Committee (STPAC) convened late September
- Request for Proposals posted in October with responses due early November
- DPCD staff and two members of STPAC scored proposals and conducted interviews
- Nelson\Nygaard selected as consultant to develop plan



TOWN OF ARLINGTON

SUSTAINABLE TRANSPORTATION PLAN

RFP #19-50

November 5, 2019

**N NELSON
NYGAARD**

Plan Development Begins

- Kickoff meeting with Nelson\Nygaard and STPAC in January
- First tasks:
 - Collect existing conditions data for development of Transportation Fact Book
 - Develop Engagement Strategy
- Began public outreach efforts
 - Focus Groups (Biking & Walking, Transportation for All Ages, Sustainability)
 - Transportation Survey – opened in May

Engagement

- Revised due to COVID-19
- Conducted so far:
 - Virtual focus groups
 - Online transportation survey and interactive map
 - Online STPAC committee meetings
- Upcoming and planned:
 - Additional virtual focus groups in July
 - Virtual forum in July/August
 - Coordination with Council on Aging and social service agencies to distribute information
 - Mobile workshops in the fall (if feasible)

Figure 4-5 All Collisions - January 2016-April 2020

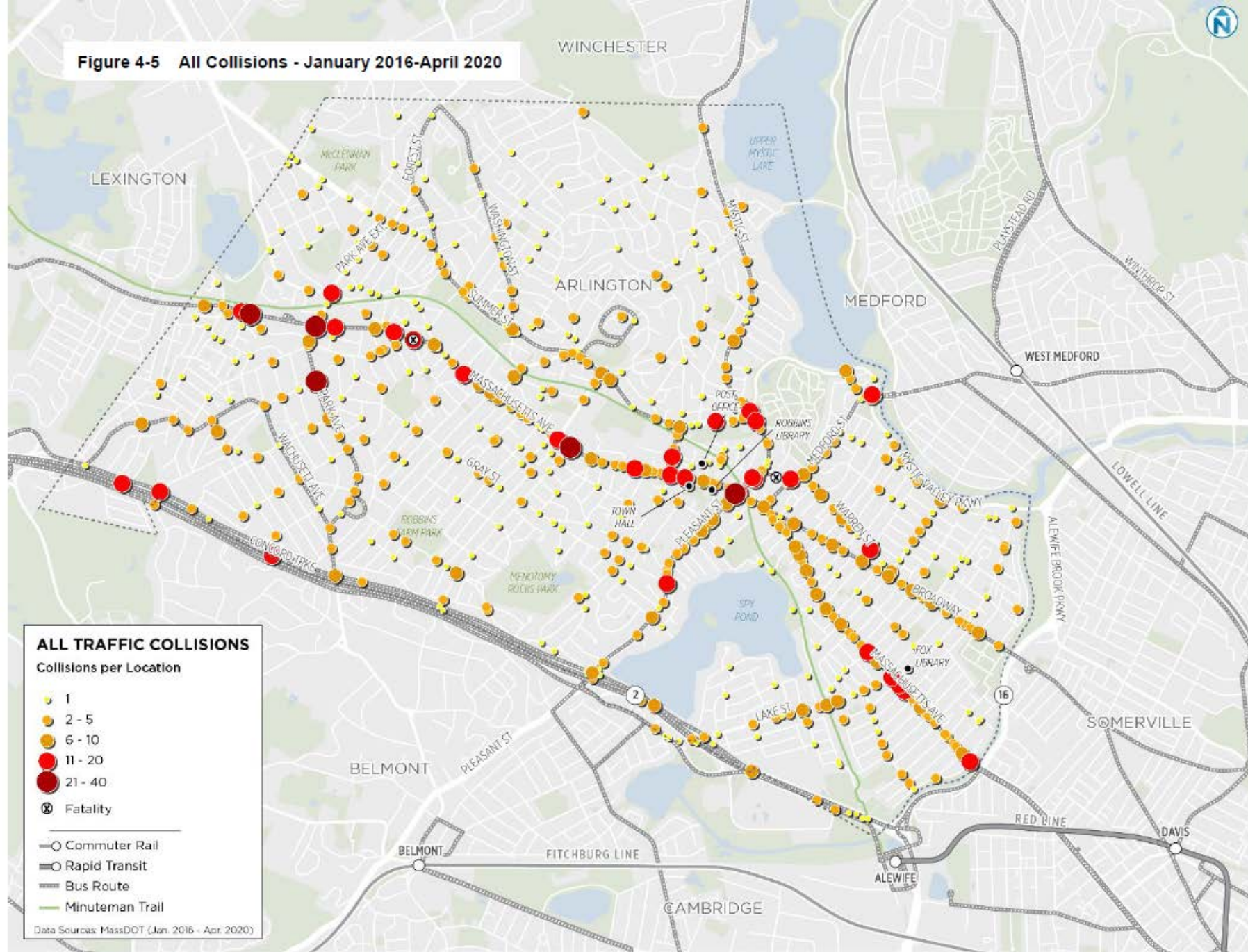
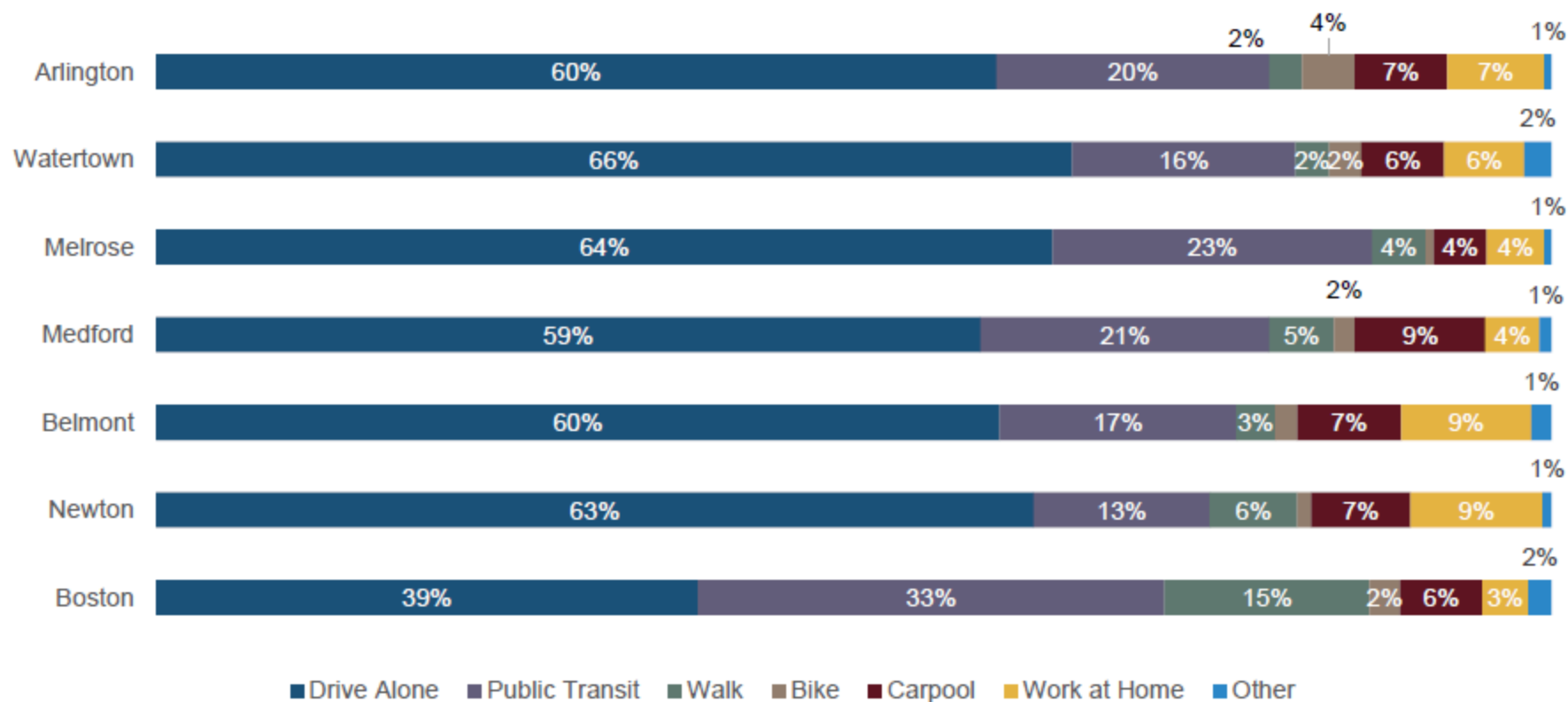
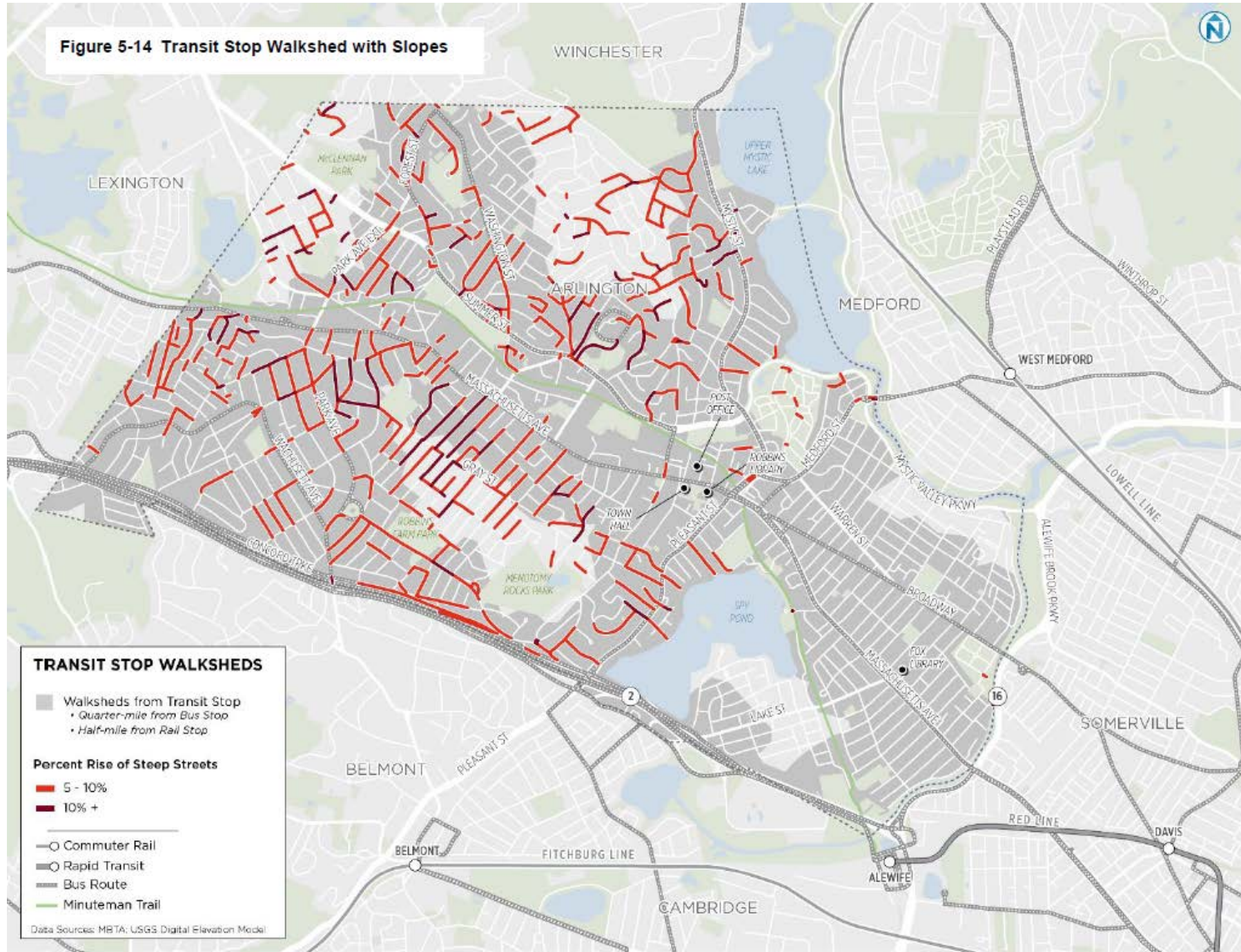


Figure 5-4 Arlington Peer Comparison: Mode



Data Source: [U.S. Census Bureau \(2018\). Sex of Workers by Means of Transportation to Work. 2018 ACS 5-Year Estimates.](#)

Figure 5-14 Transit Stop Walkshed with Slopes



Next Steps

- Transportation Fact Book release in late July
- Development of Vision and Principles, Action Strategies and Tracking Progress
- Draft Plan release in late summer/early fall
- Plan finalized by the end of the year



Town of Arlington, Massachusetts

Update: Economic Recovery Taskforce - Consumer Survey Results

Summary:

Jenny Raitt, Director of Planning & Community Development

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Arlington_Consumer_Survey.pdf	Arlington Consumer Survey



Arlington Consumer Survey

Arlington Economic
Development Recovery
Task Force
June 2020

Prepared by the Town of Arlington Department of Planning and Community Development



What we've heard from residents



SURVEY OPEN
6/4 THROUGH 6/21

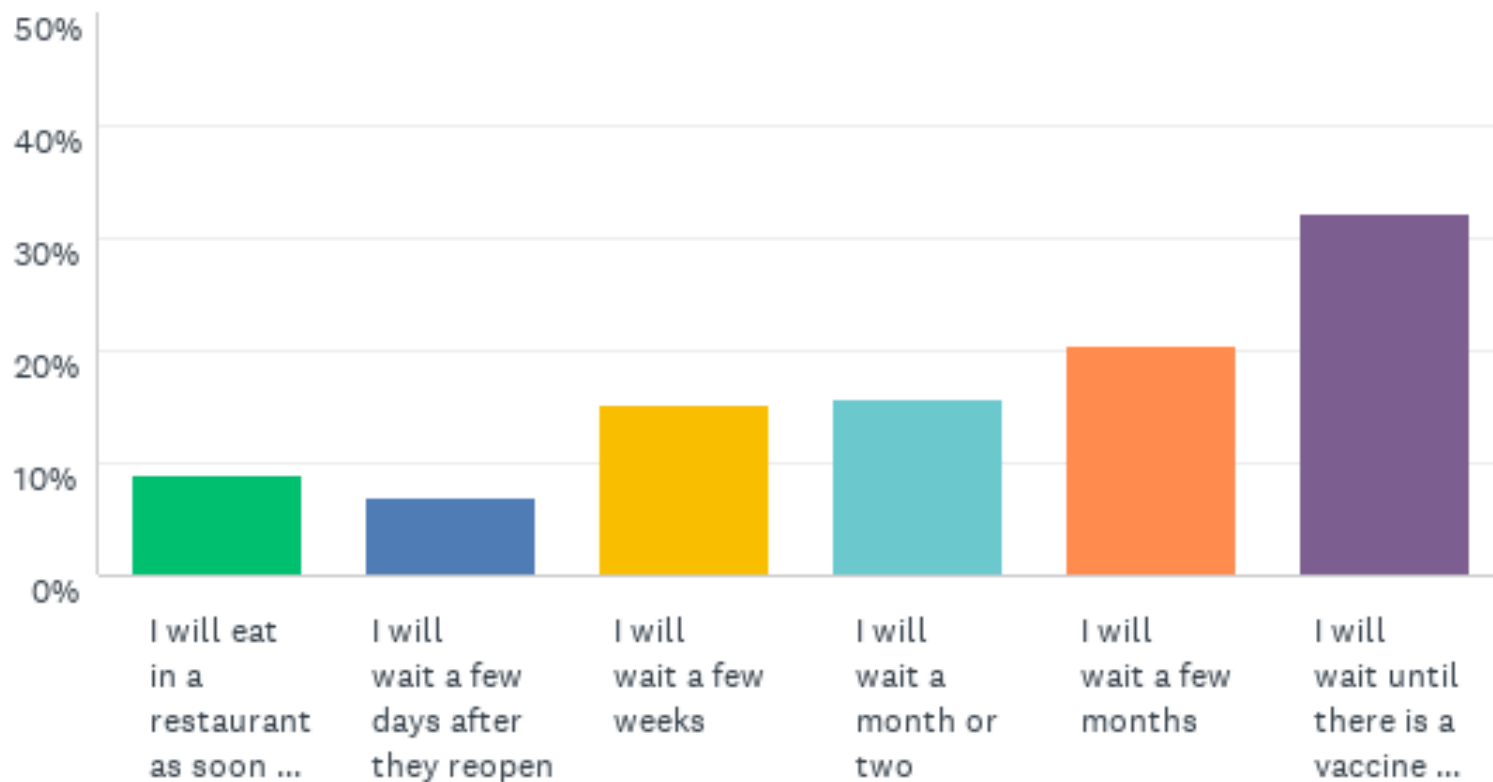


1,452 RESPONSES



TYPICAL RESPONSE TO
TOWN SURVEYS: 200 TO
1,000 RESPONSES

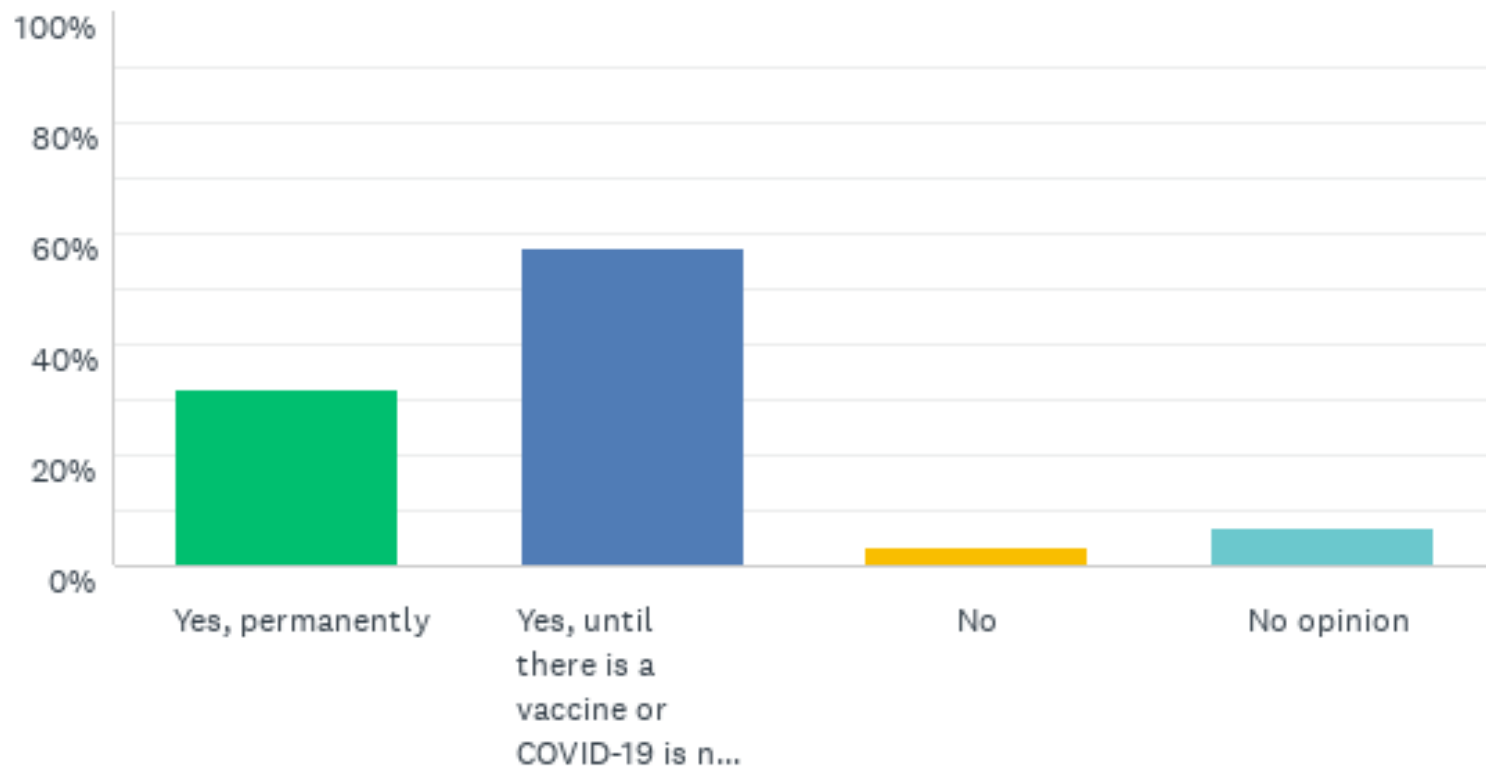
Q1: As the recovery from the COVID-19 crisis proceeds, how long will you wait before dining inside a restaurant?



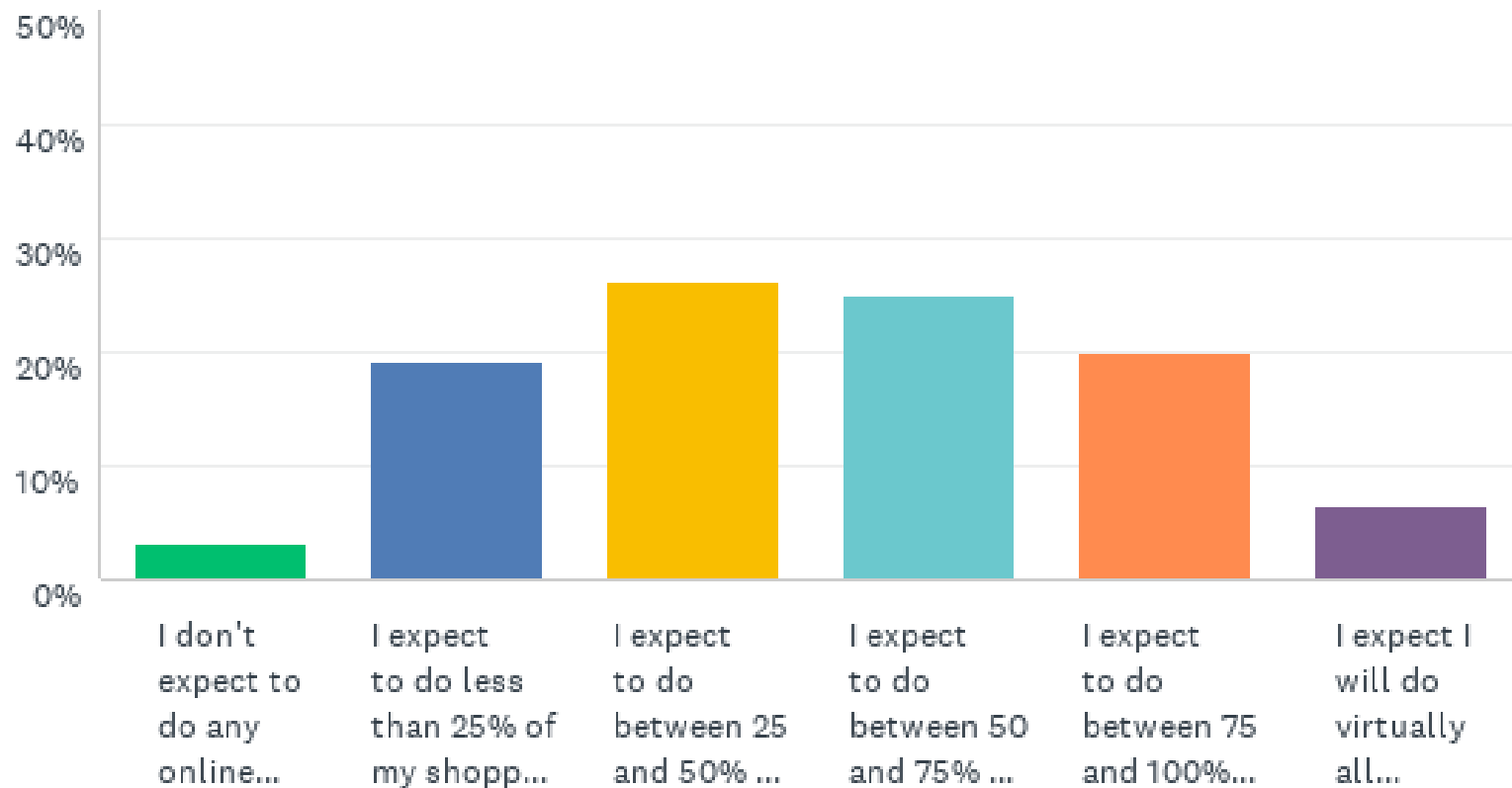
Q2: As the recovery from the COVID-19 crisis proceeds, how long will you wait before shopping for non-essential items in Arlington's businesses?



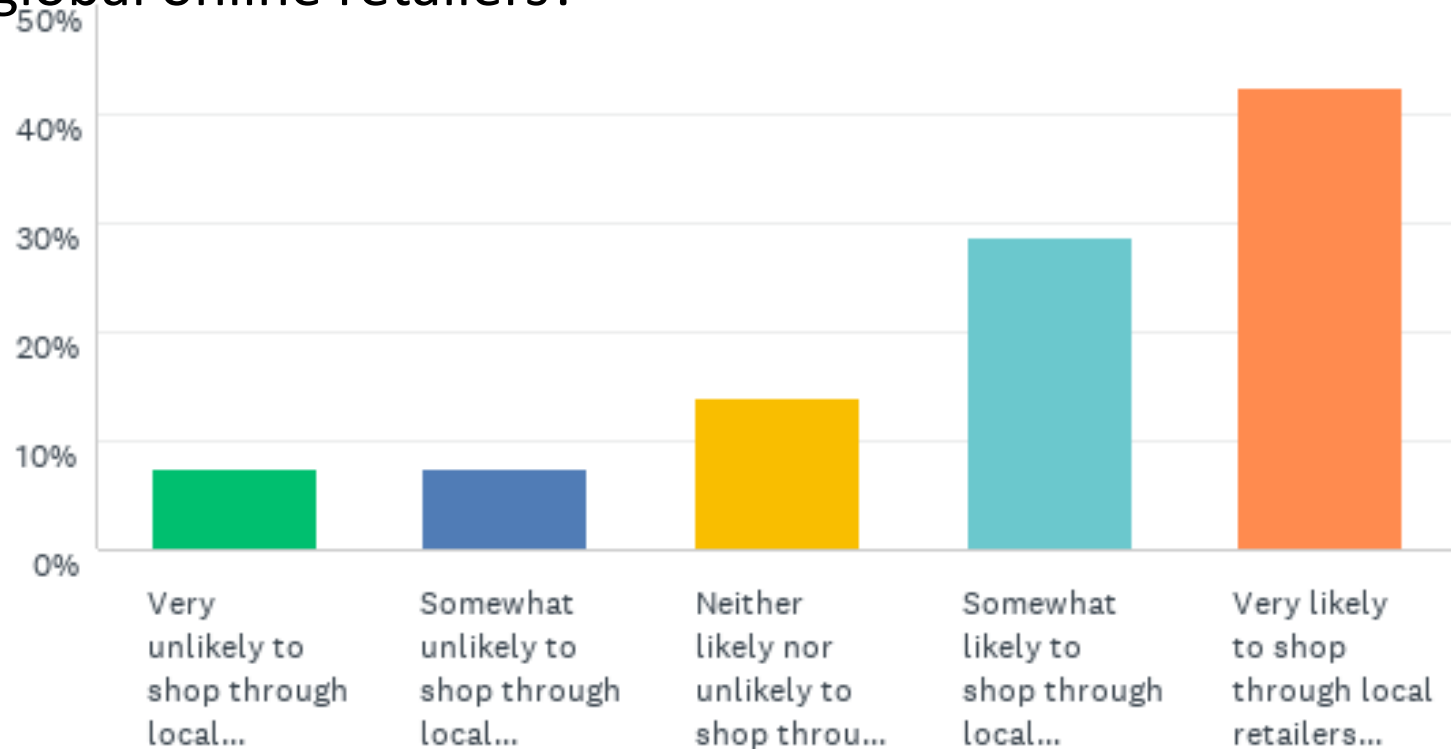
Q3: Would you like to see curbside options for restaurants continue as the recovery from the COVID-19 crisis proceeds?



Q4: As the recovery from the COVID-19 crisis proceeds, how much shopping do you expect to do online?



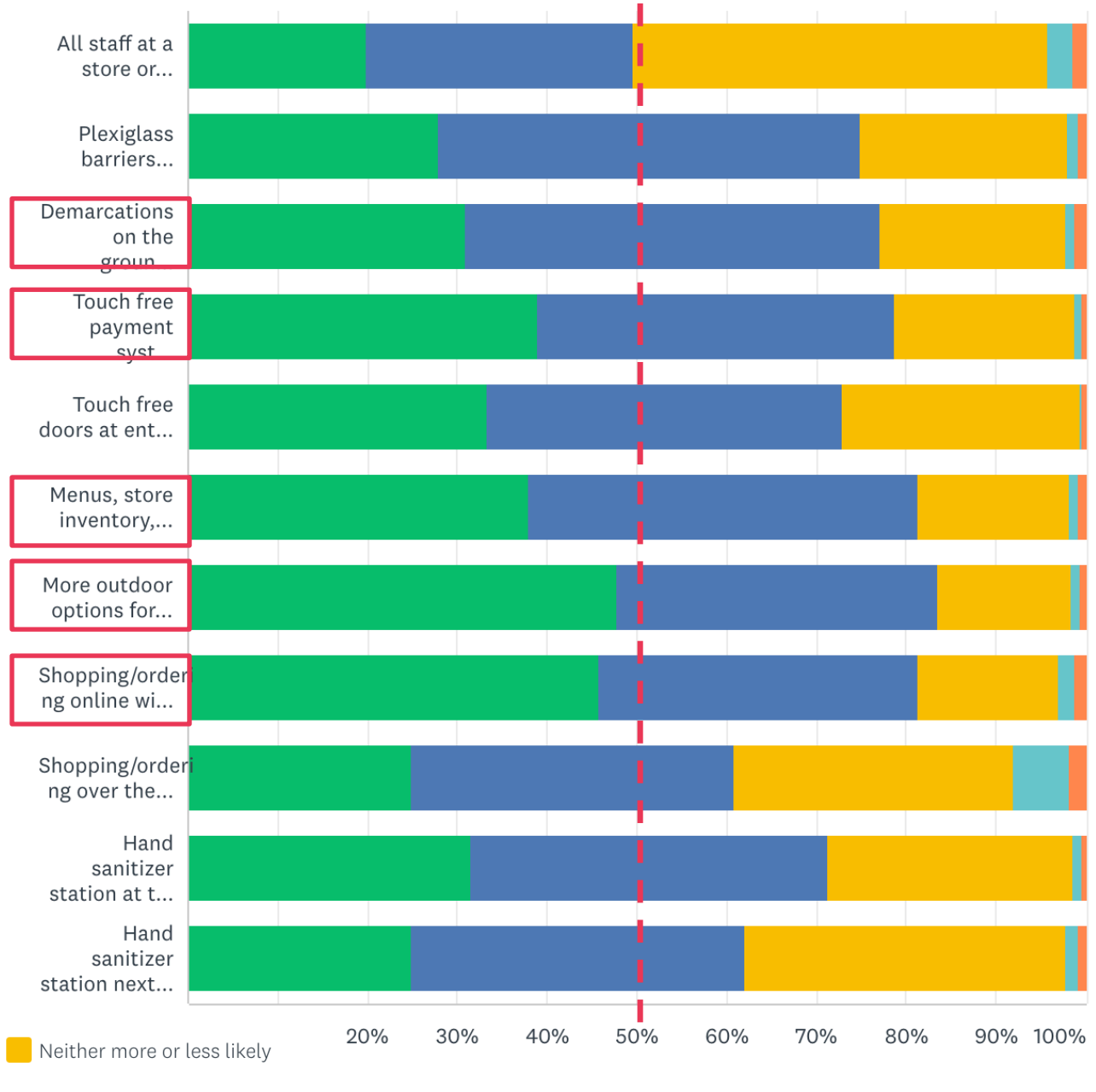
Q5: If local merchants offered their products and services through online shopping, how likely would you shop through local retailers' online stores compared to major national or global online retailers?



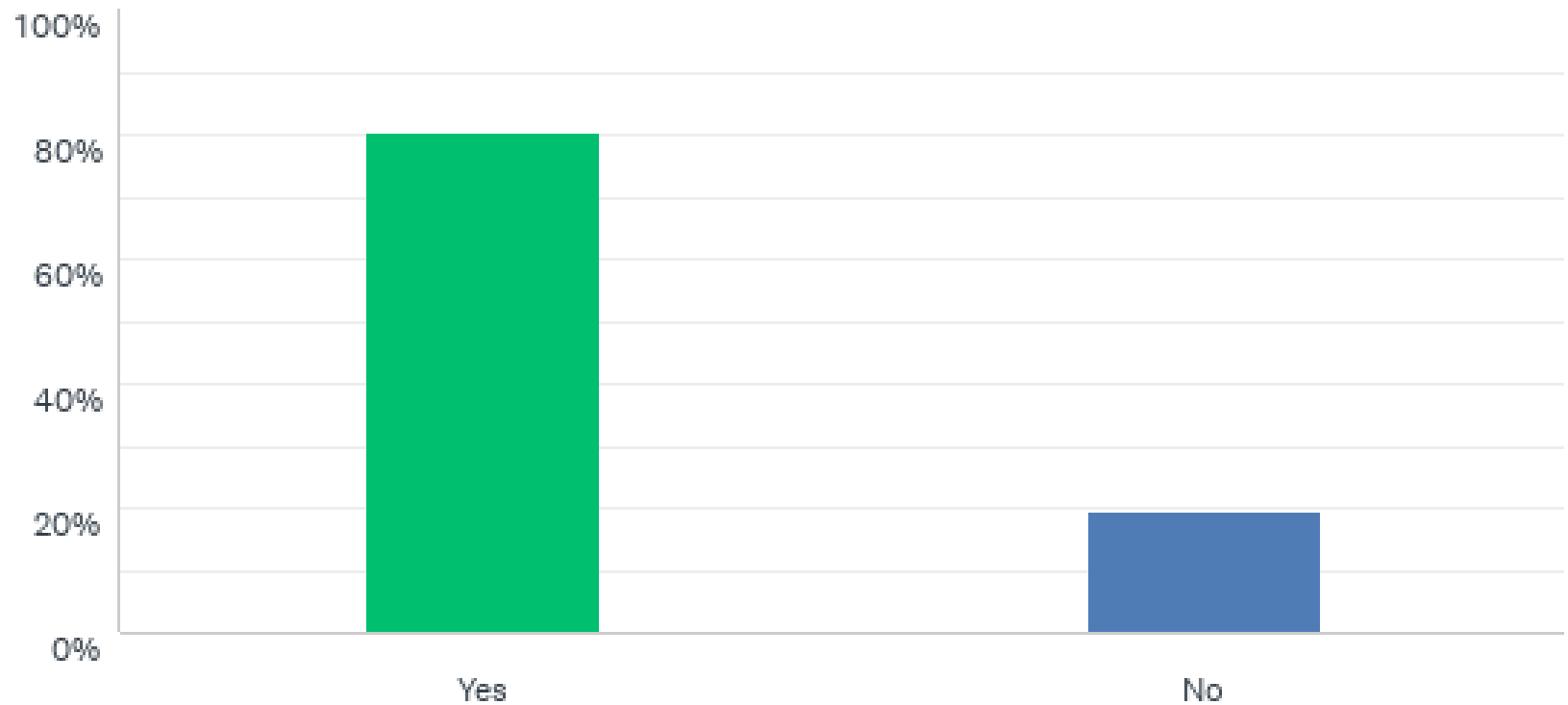


Q6: Which items do you prefer to shop for in person?

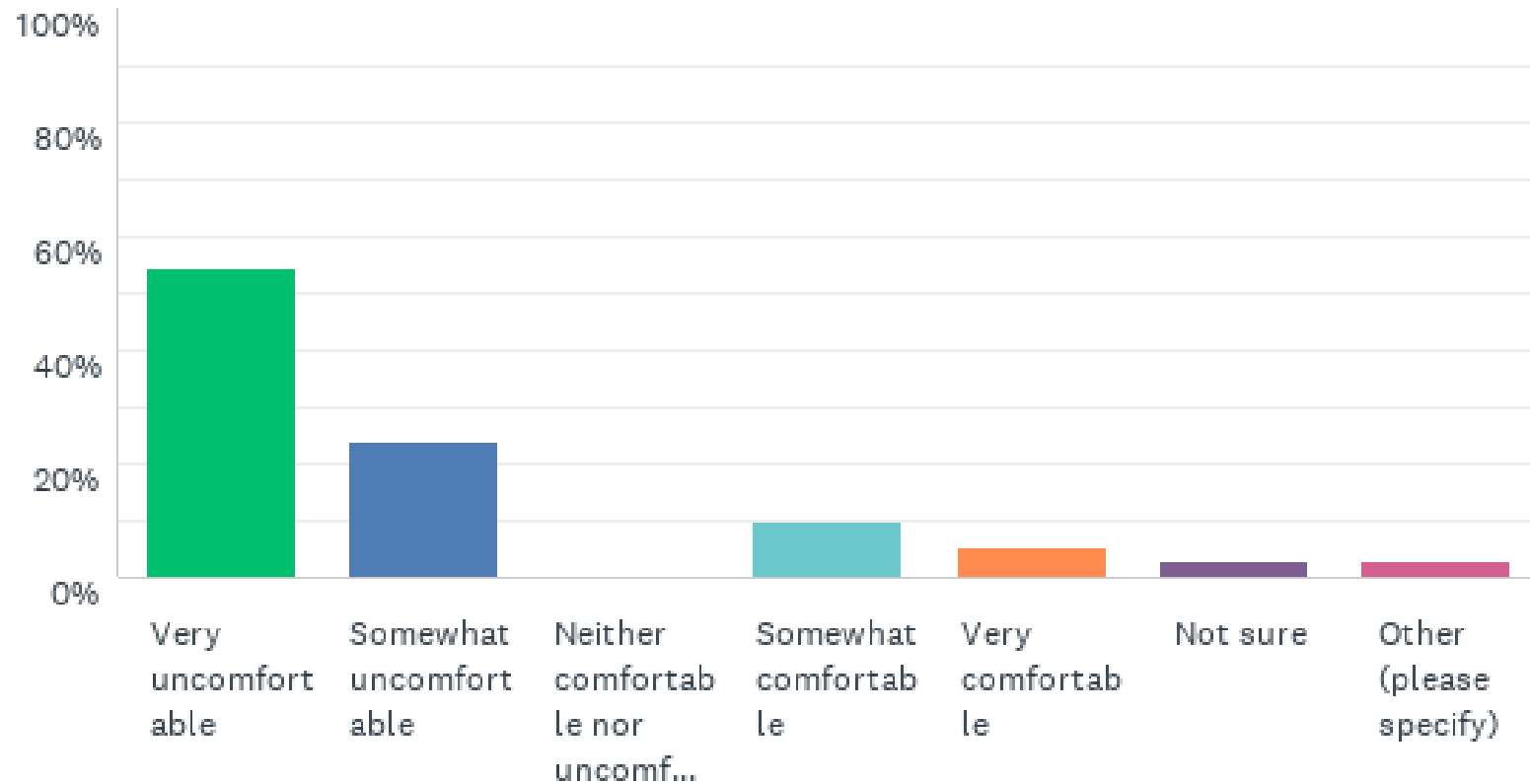
Q7:
Changes to
business
operations
that would
make
consumers
more likely
to shop or
dine at a
small
business



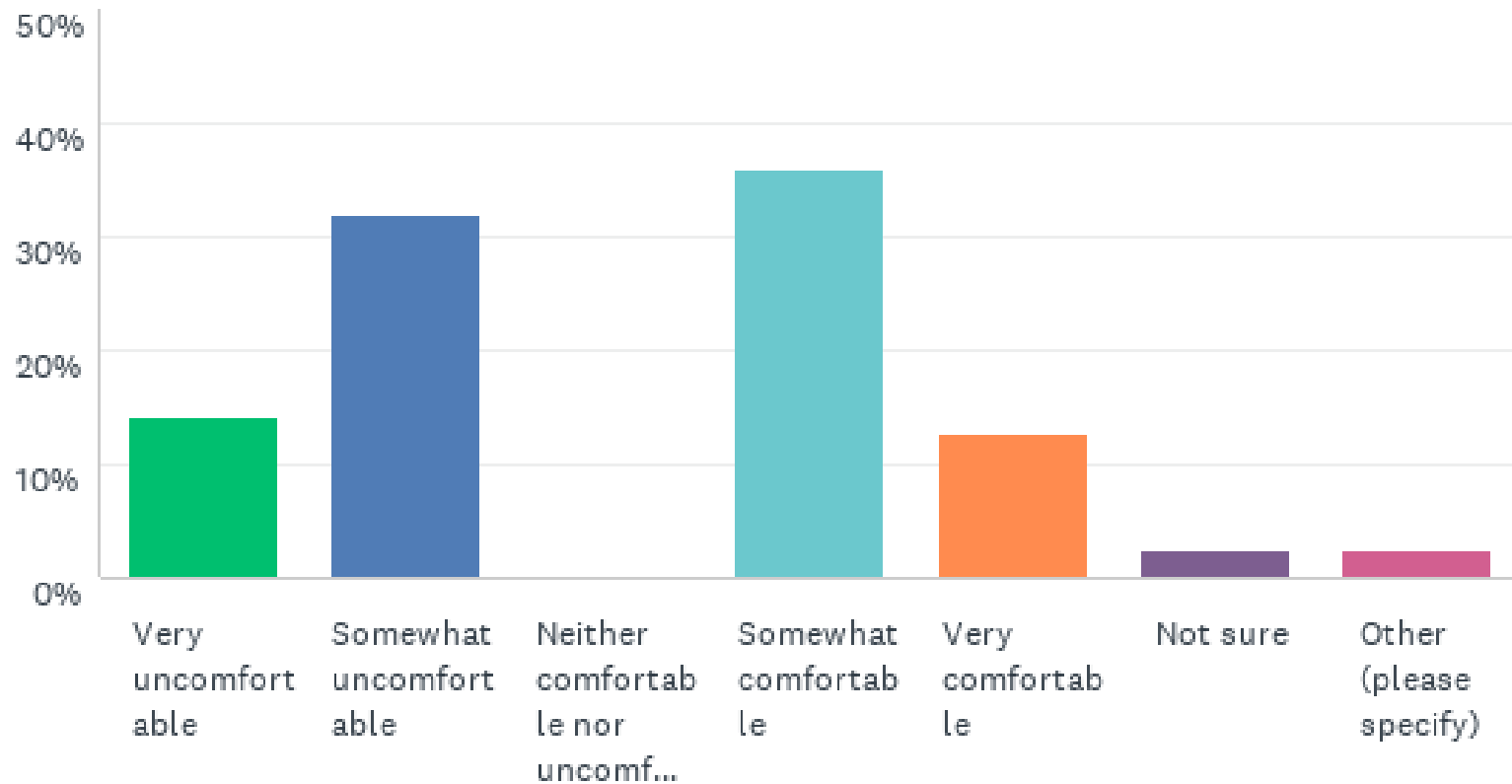
Q8: Would you, as the customer, be willing to pay more for the goods and services in businesses that implement increased safety precautions?



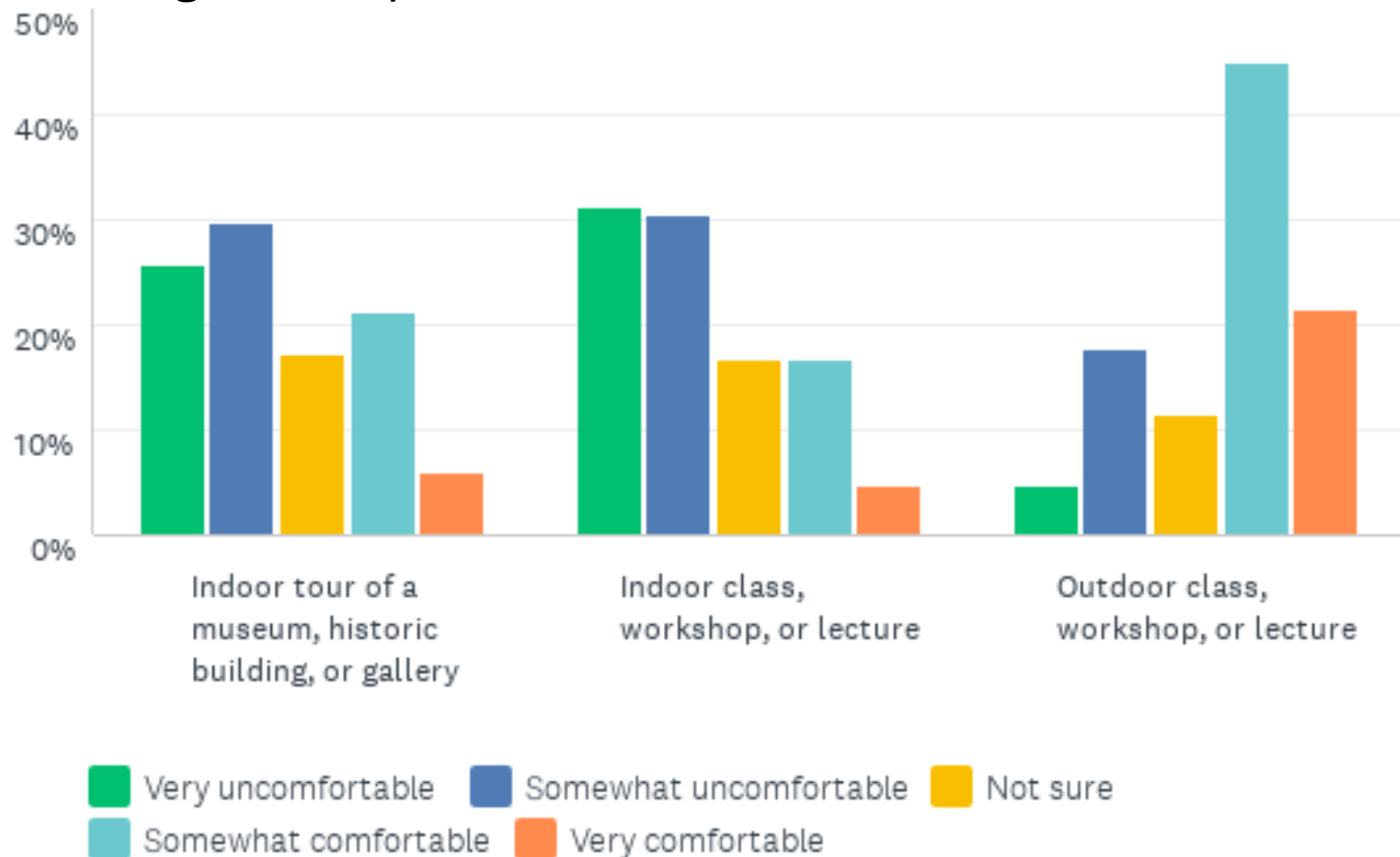
Q9: How comfortable would you be attending a large indoor event (assuming there will be safety protocols in place, like social distancing and wearing a mask)?




Q10: How comfortable would you be attending a large outdoor event (assuming there will be safety protocols in place, like social distancing and wearing a mask)?



Q11: How likely would you be to participate in the following small-group cultural activities (assuming there will be safety protocols in place, like social distancing and wearing a mask)?








What do people want?

People want as many outdoor options as possible

People feel safer when others are wearing masks

People will be more inclined to shop/dine at places where proper safety protocols (table distancing, mask wearing) are in place

People want online, curbside, low-contact options to remain in place until COVID is no longer a threat



Economic impacts of pandemic differ by industry; some affected immediately, others concerned about ripple/long-term effects

Concerns about costs of opening up vs loss of revenue from safety restrictions

Concerns over employee health and safety (can employees enforce masks/social distance in the workplace?)

Underemployment is worse than unemployment for most employees

What we've
heard from
focus
groups



DISCUSSION



Town of Arlington, Massachusetts

Discussion & Potential Approval: Modifications to Medford Street & Broadway Plaza to Expand Outdoor Dining Options

Summary:

Jenny Raitt, Director of Planning & Community Development

Daniel Amstutz, Senior Transportation Planner

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	Modifications_to_Medford_St_and_Broadway.pdf	Presentation

Modifications to Medford St & Broadway Plaza to Expand Outdoor Dining Options

Select Board Presentation 06-29-20

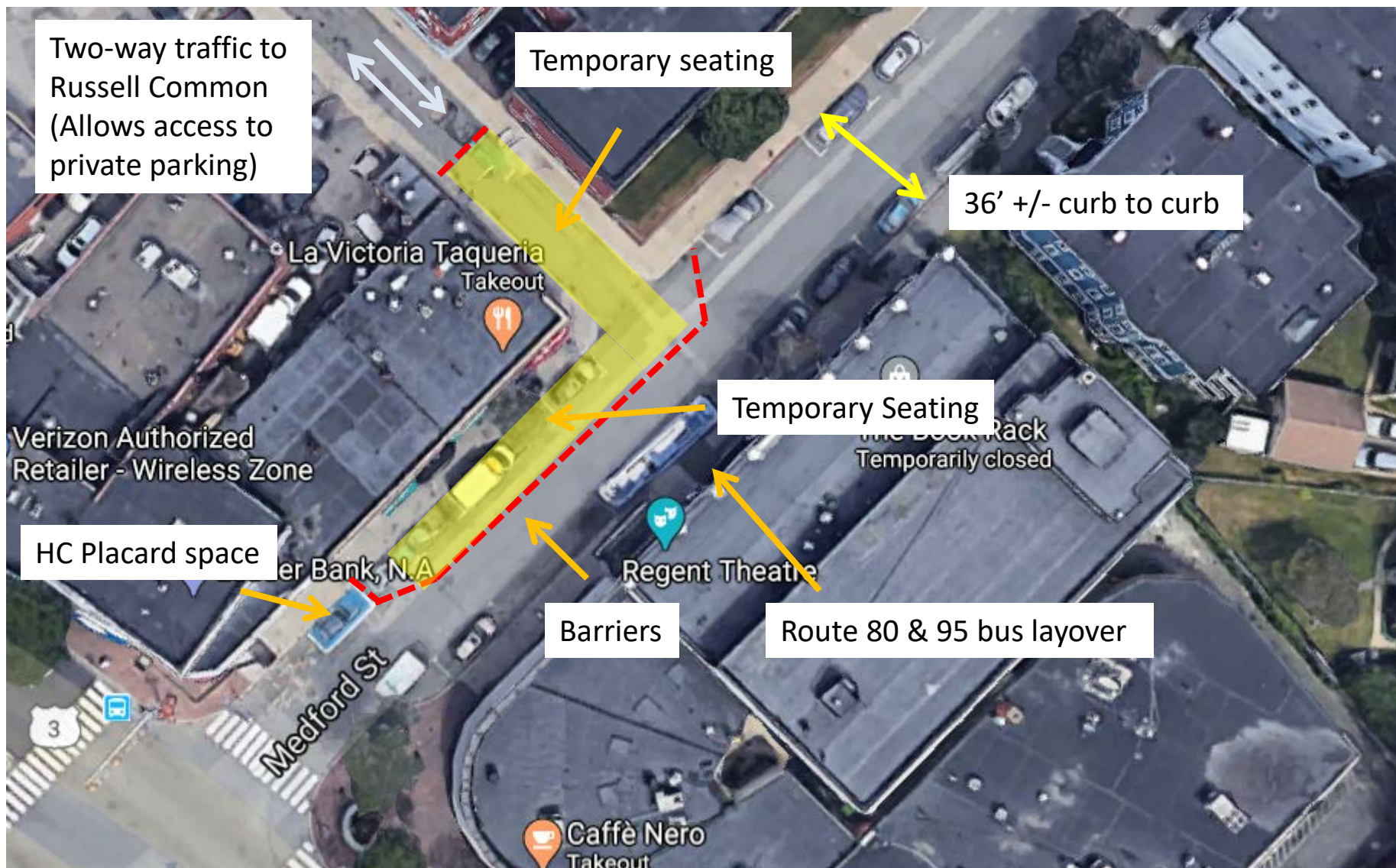
1. Proposed Modifications to Medford St
2. Proposed Modifications to Broadway @ Broadway Plaza
3. Coordination with Center Sidewalk Project
4. MassDOT Shared Streets & Spaces Grant

Medford St @ Mass Ave Existing Conditions



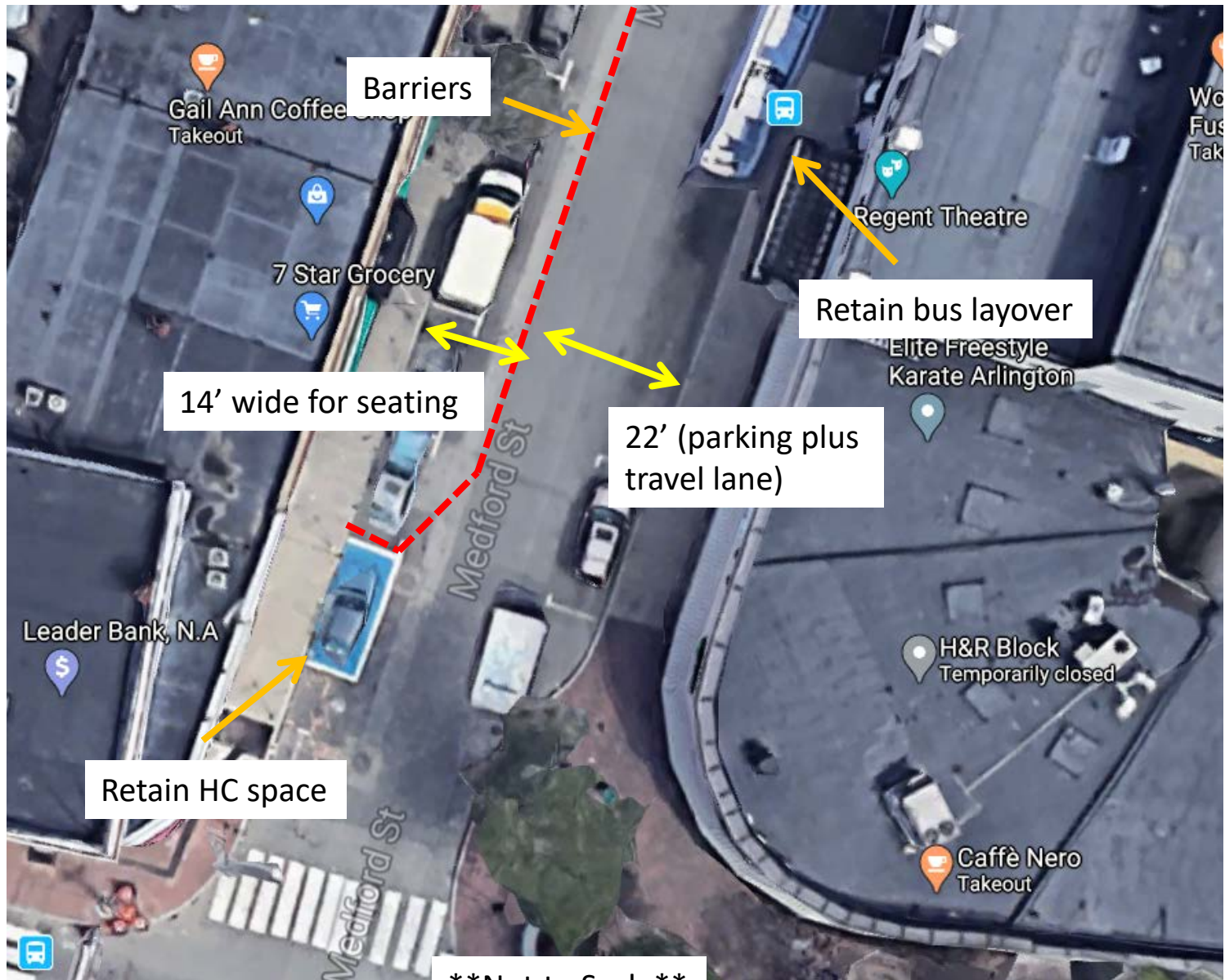
****Not to Scale****

Proposed Modifications to Medford St and Park Terrace (high level view)



****Not to Scale****

Proposed Modifications to Medford St and Park Terrace (detailed view)



****Not to Scale****

Proposed Modifications to Medford St and Park Terrace (seating space view)

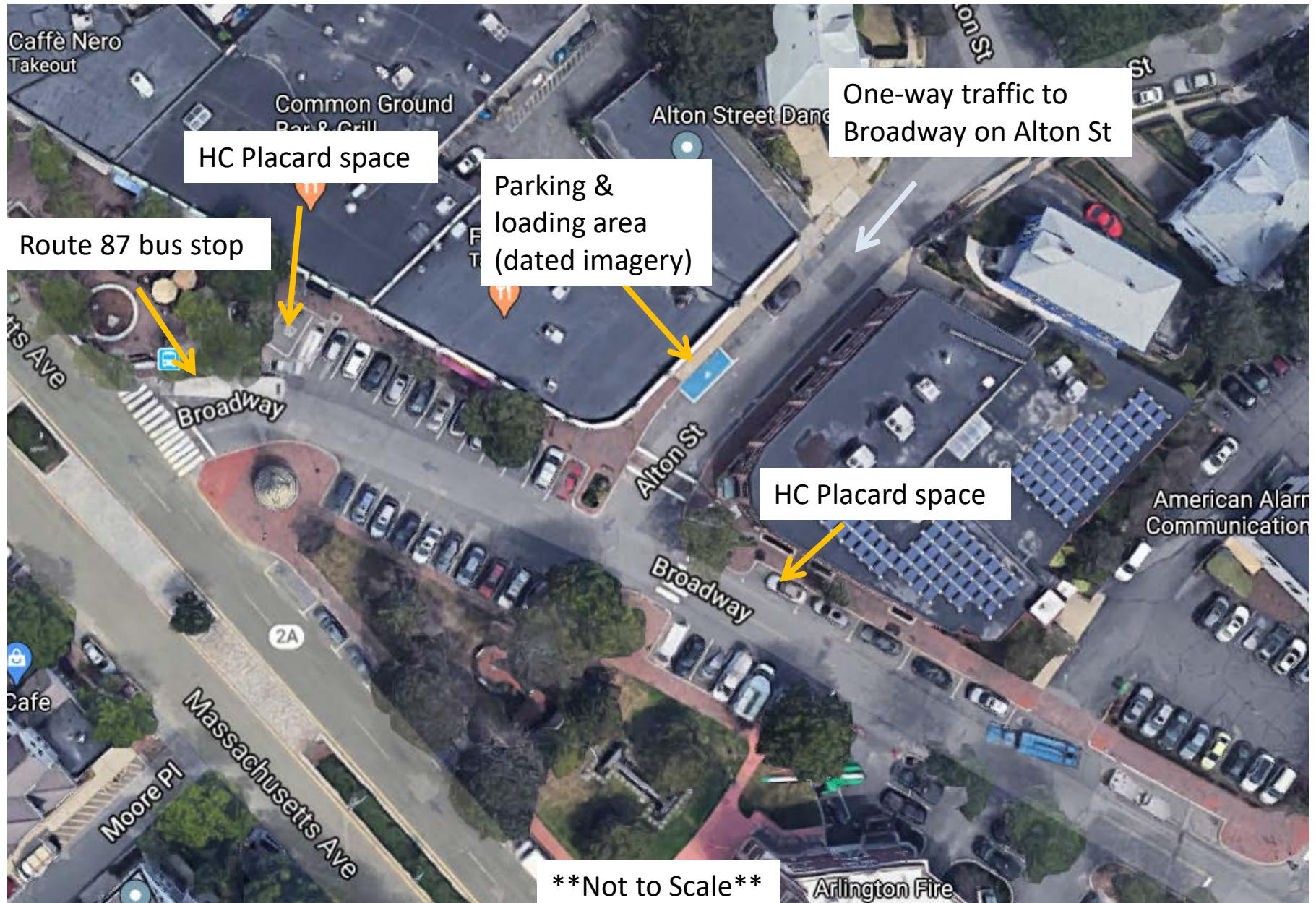


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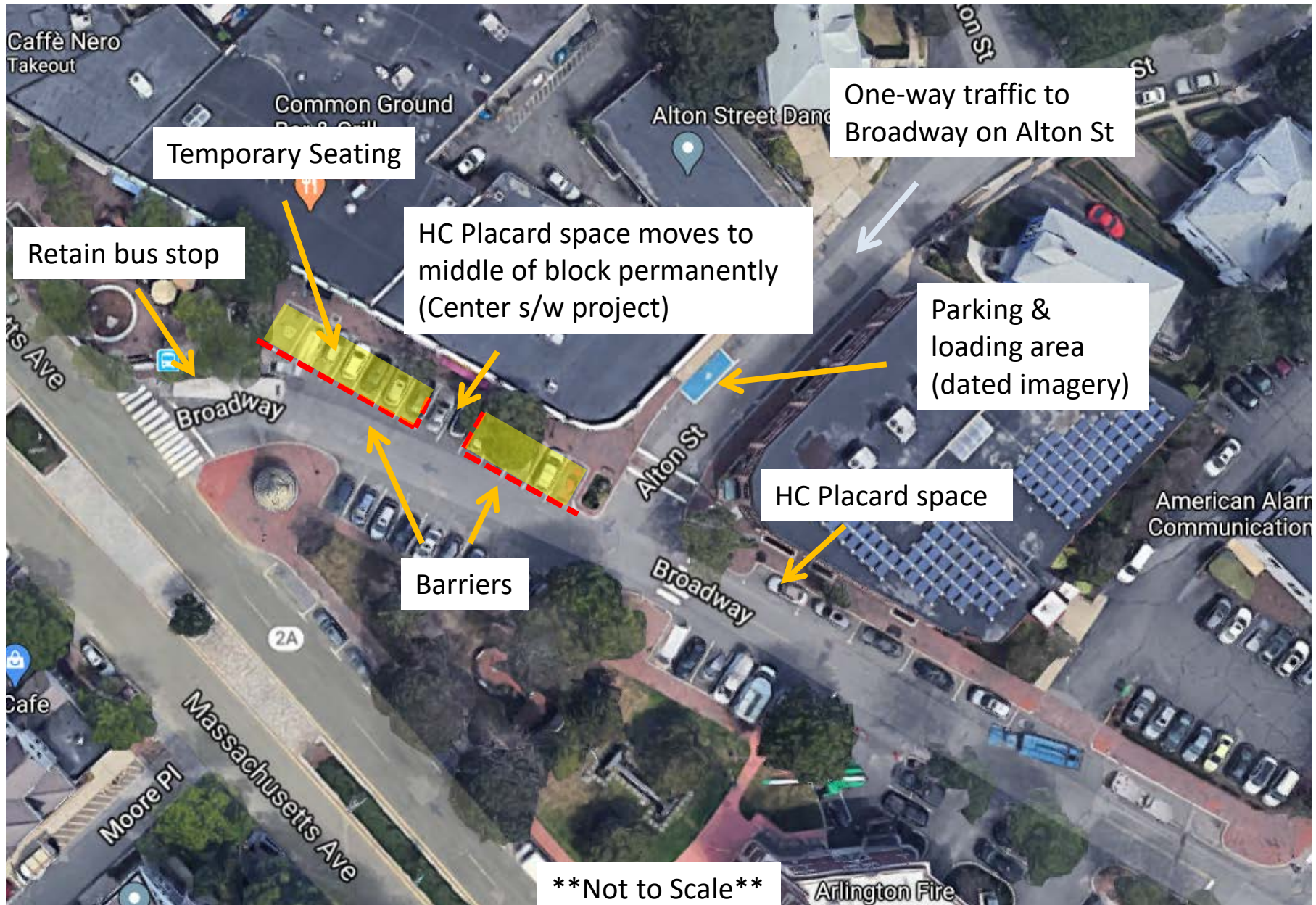
Modifications to Medford St. and Park Terrace

- 5 parking spaces temporarily repurposed
- Small encroachment into travel lane (parking lane + 6')
- Allow two-way traffic on Park Terrace from Russell Common Lot
- Convert small section of Park Terrace between Medford St & private parking to pedestrian only space
- Creates approximately 1,960 sq. feet of outdoor seating area

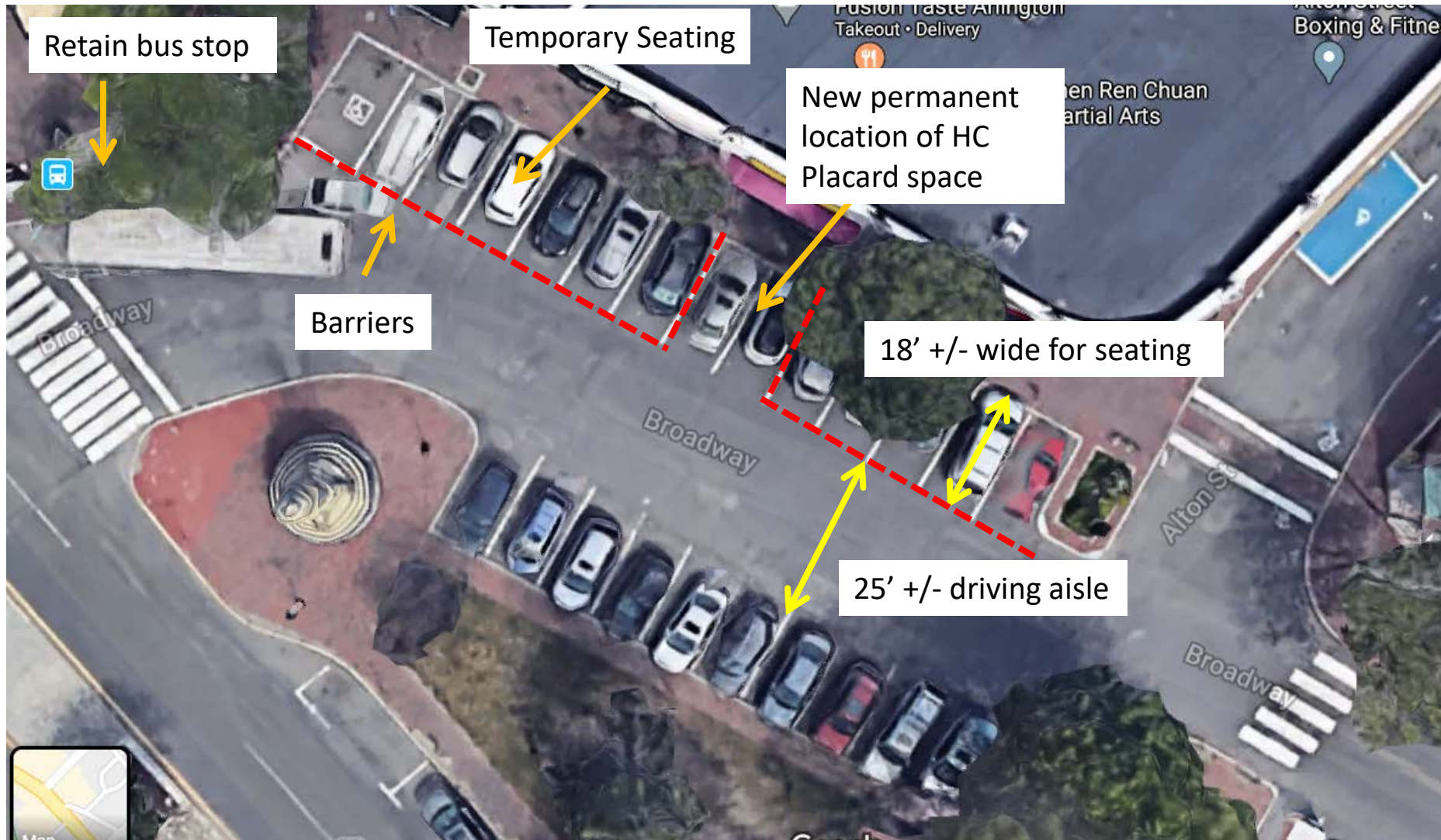
Broadway @ Broadway Plaza Existing Conditions



Proposed Modifications to Broadway @ Broadway Plaza (high level view)

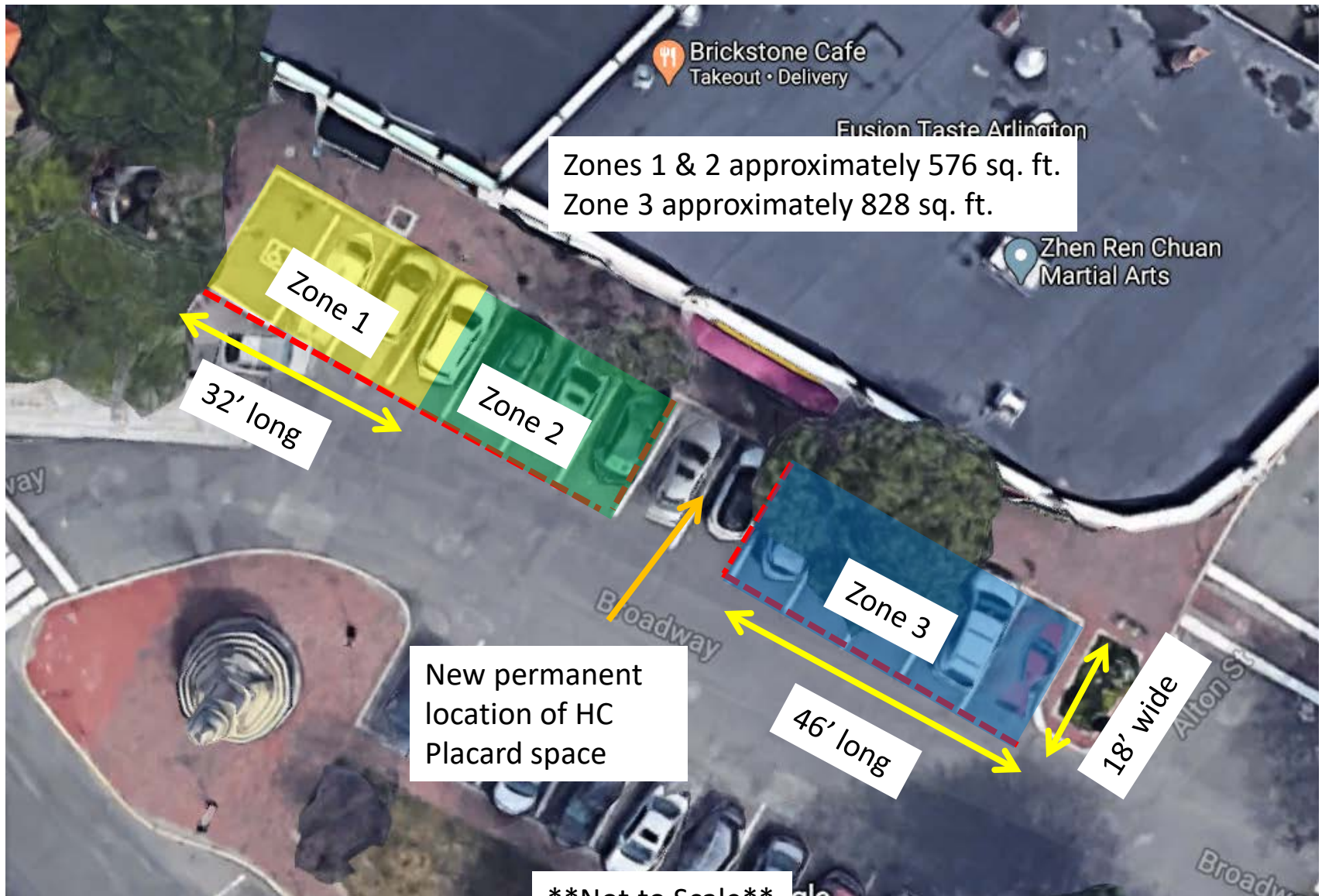


Proposed Modifications to Broadway @ Broadway Plaza (detailed view)



****Not to Scale****

Proposed Modifications to Broadway @ Broadway Plaza (seating space view)



Not to Scale

Modifications to Broadway @ Broadway Plaza

- 12 parking spaces temporarily repurposed
- Retains HC Placard space in new location
- Creates approximately 1,980 sq. feet of outdoor seating area

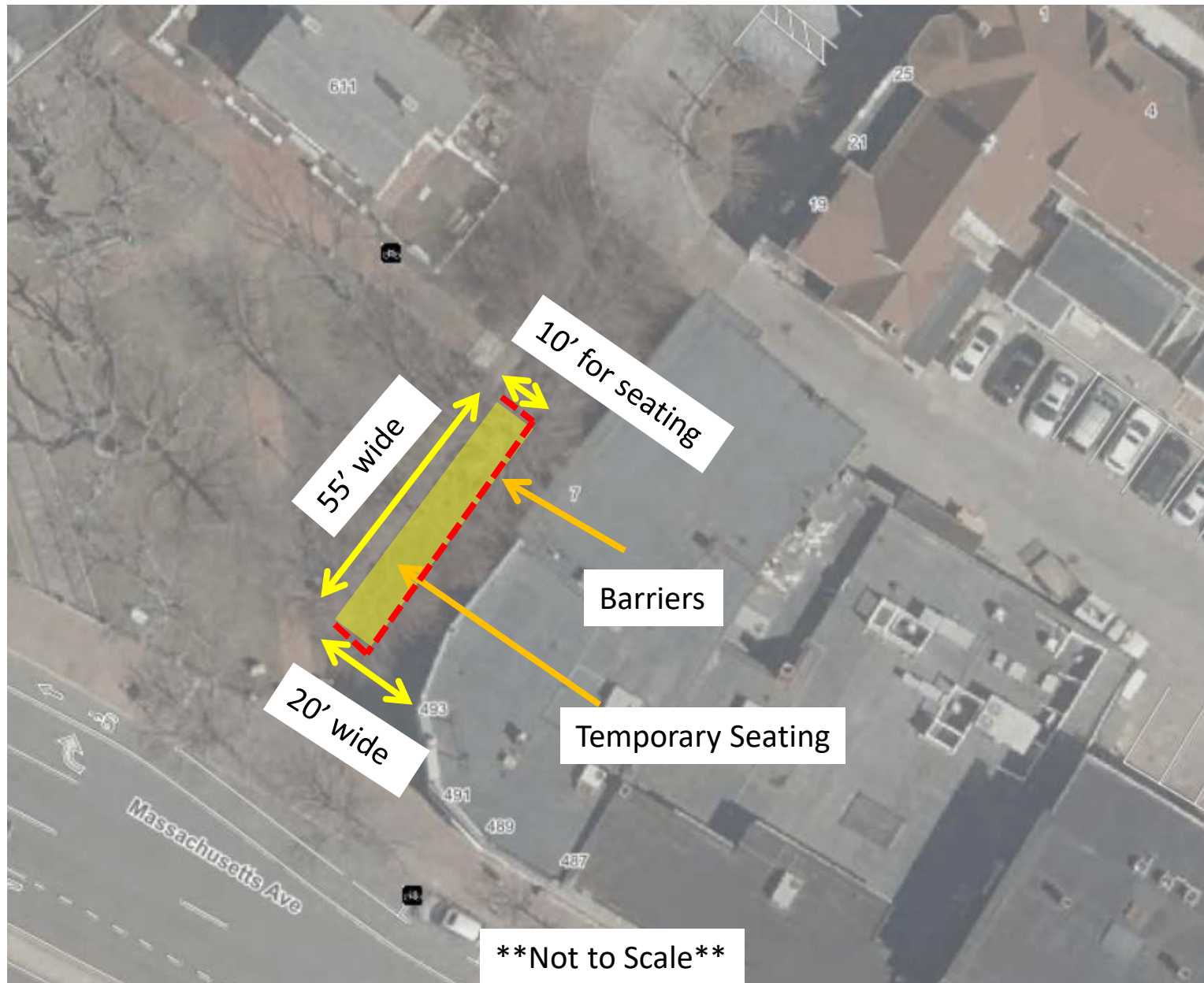
Broadway @ Broadway Plaza

Additional Concepts Considered

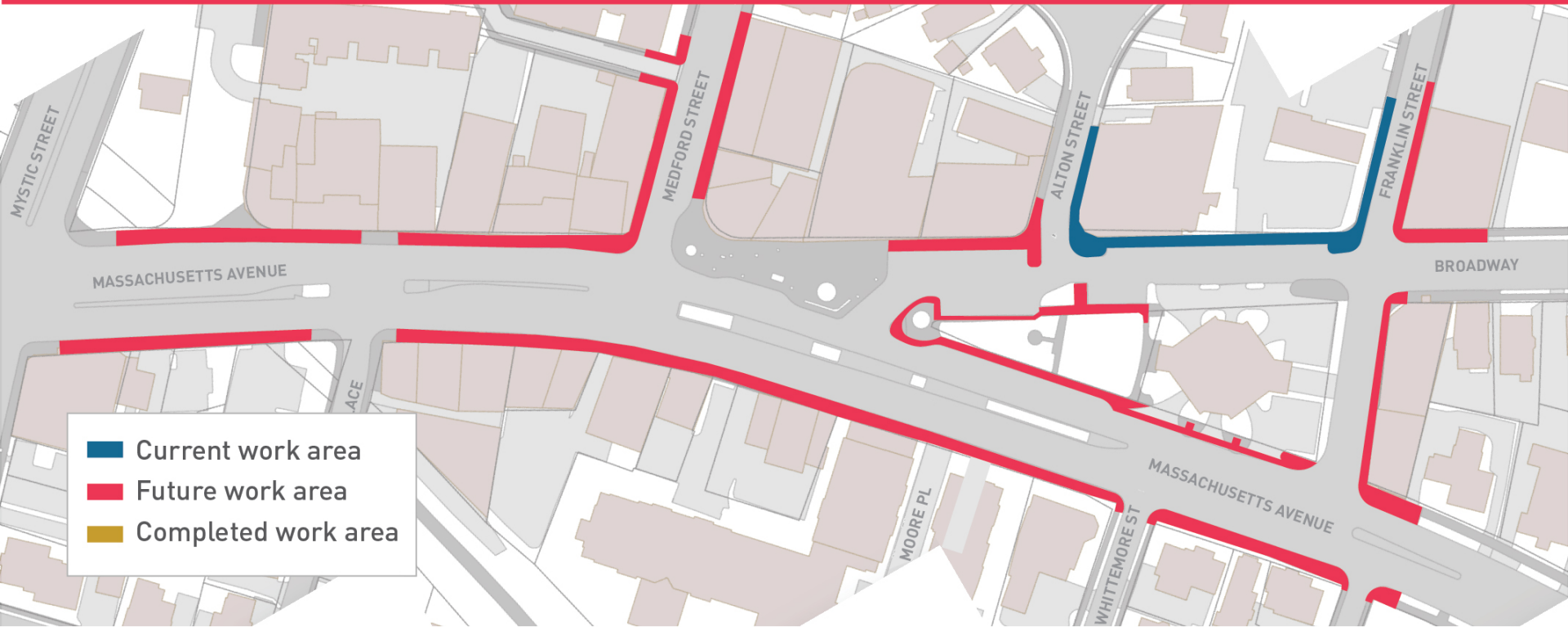


Old Mystic Walkway

Additional Concepts Considered



Arlington Center Sidewalk Project



MassDOT Grant



Shared Streets and Spaces Grant Program

A Quick-Launch/Quick-Build Municipal Funding Program

- Rolling application starting June 22
- Broad eligibility, can include outdoor seating and shared/slow streets program
- Technical assistance with completing applications

For Approval

- Repurpose 5 parking spaces on west side of Medford St. between Mass Ave & Park Terrace + 6' into driving lane – convert to seating area
- Allow Park Terrace two-way traffic with access from Russell Common Lot
- Convert section of Park Terrace between Medford St & private parking (approximately 62') to pedestrian only space
- Repurpose 12 parking spaces on north side of Broadway at Broadway Plaza – convert to seating area



Town of Arlington, Massachusetts

Request Endorsement: National Endowment for the Arts Grant Application

Summary:

Anne and Chris Ellinger, True Story Theatre

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	True_Story_Theater_reference.docx	Reference
▢	Reference Material	Draft_Letter_of_Support.doc	Draft Letter of Support

Dear Select Board,

True Story Theater is applying for an "Our Town" grant from the National Endowment for the Arts. Would the Select Board be willing to be named as one of our organizational partners in the grant? As a partner, we would need a letter of support, which Joe Curro already has offered to write.

If awarded, the funds will enable our interactive theatre to support the town in its diversity, inclusion and equity goals during 2021-22. This builds on four years of previous NEA funding we have received to do similar work.

The town's Office of Diversity, Equity and Inclusion has already agreed to be our primary partner in the grant. The Human Rights Commission and the APD are likely to be two of several secondary partners. If you would agree to be named as another secondary partner in the proposal, it would mean True Story would offer one or two events (performances and/or workshops) on your behalf, to further goals you determine at the time. The events could be for the general public or it could just be for the Select Board and others you specifically invite.

For those of you who have not yet seen our work, especially how it has translated to online, [here is a 5 minute sample](#) where we interviewed a member of the Human Rights Commission.

Thank you so much for your consideration, and for all the work you do on behalf of Arlington.

Anne and Christopher Ellinger
(Arlington residents for 35 years, and founders of Arlington's True Story Theater 19 years ago)

p.s. True Story Theater is performing as part of the town's Community Conversations: Racism and Reforms series.

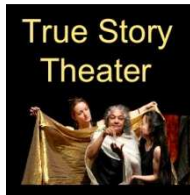
We hope you will attend one or more of our events, described below. [Register here](#).

True Story Theater Dialogue

Watch, listen, or share personal experiences.

Paralleling the Town hosted conversations, you are invited to attend an online "story theatre dialogue" to reflect on the issues discussed, put on by True Story Theater. All are welcome to watch and listen, or share personal experiences that will then be respectfully and creatively reflected by Arlington's improvisational improv group. The purpose of these True Story events is to help all of us in town more deeply understand each other in an honest, human way, from the heart. These sessions will be held every other week and information regarding registering

for the events will be made available shortly. But please [visit their website](#) for more information.



[True Story Theater](#)

Creating a culture of empathy, respect and creativity

v

OFFICE OF THE SELECT BOARD

JOHN V. HURD, CHAIR
JOSEPH A. CURRO, JR., VICE CHAIR
DIANE M. MAHON
STEPHEN W. DECOURCEY
LENARD T. DIGGINS



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON MASSACHUSETTS 02476-4908

June 29, 2020

National Endowment for the Arts
Our Town Grant Program
400 7th Street, SW
Washington, DC 20506-0001

To Whom It May Concern:

On behalf of the Select Board, the highest governing body of the Town of Arlington, Massachusetts, I write to enthusiastically endorse the application of True Story Theater -- in cooperation with Arlington's Office of Diversity, Equity and Inclusion -- for an "Our Town" grant to fund their proposed "Dialogue Project" in Arlington.

As elected officials, we often discuss ways to engage members of the public in new and creative ways that will encourage them to honestly share their wealth of experience and insight. It is only through such honesty and openness that we grow, and conversations of this nature are more important than ever during these trying times.

True Story Theater has proven itself time and again to be a strong partner to our community, particularly to Town commissions working on diversity, and to local government organizations seeking an active and participatory means to envision the future of our community. This summer, True Story Theater's use of participatory theater for deep listening will be integrated into a series of online community forums to explore ways the town can dismantle systemic racism. Over the coming years, the Select Board will engage in policy discussions and decisions that further this and other community diversity and inclusion goals, and we welcome True Story Theater's involvement in the process.

Through this grant proposal, True Story Theater seeks to extend a proven record of success, helping segments of the town understand each other better across differences of age, race, class, religion, disability, sexual orientation, gender expression and identity, and other characteristics that serve to divide us. This work is extremely important, serving to reconstitute a respectful public square at a time of great cynicism and erosion of civility.

We strongly encourage your favorable consideration, and we invite you to contact us with any further questions.

Very truly yours,

John V. Hurd, Chair
Select Board



Town of Arlington, Massachusetts

For Approval: Arlington Preservation Fund Loan

Summary:

Patrick Guthrie, President, Arlington Preservation Fund

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	20200622091022697.pdf	Reference

ARLINGTON PRESERVATION FUND, INC.

Please reply to:
Arlington Preservation Fund
% Town of Arlington
Department of Planning and Community Development
730 Massachusetts Ave
Arlington, MA 02476
arlingtonpreservationfund@gmail.com

June 22, 2020

Board of Selectmen
Town Hall
Arlington, Massachusetts 02476

Mrs. Mahon and Gentlemen:

Under the Guidelines established for the Arlington Preservation Fund:

Following approval by the Board of Directors of any loan, information on the same shall be submitted to the Selectmen and Town Manager who will consider the same at the Selectmen's Meeting following receipt of such information.

Funds cannot be released until after such a meeting and then only if no Selectmen or the Manager has objected. (As a practical matter, the Selectmen have undertaken to advise us that a particular loan has been approved.)

In following these guidelines please be informed that at a meeting of the Directors of the Arlington Preservation Fund on Wednesday, December 18, 2019 approved a loan in the amount of \$29,400 for restoration of decorative wood trim and porches to Jessica Ellen Brown owner of 46 Jason Street.

If any further information is required please do not hesitate to let me know. Thank you for your attention to this matter.

Very truly yours,



Patrick Guthrie
President, Arlington Preservation Fund



Town of Arlington, Massachusetts

Overview and Presentation: Proposed Redevelopment at 1165R Massachusetts Avenue

Summary:

1165R Mass MA Property, LLC, Developer

Mary Winstanley O'Connor, Attorney

ATTACHMENTS:

Type	File Name	Description
▣ Reference Material	1165R_Mass_Ave_Presentation.pdf	1165R Mass Ave Presentation
▣ Reference Material	1165R_Mass_Ave_Traffic_Impact_Report.pdf	1165R Mass Ave Traffic Impact Report
▣ Reference Material	1165R_Mass_Ave_Traffic_Impact_Report_Appendix.pdf	1165R Mass Ave Traffic Impact Report Appendix

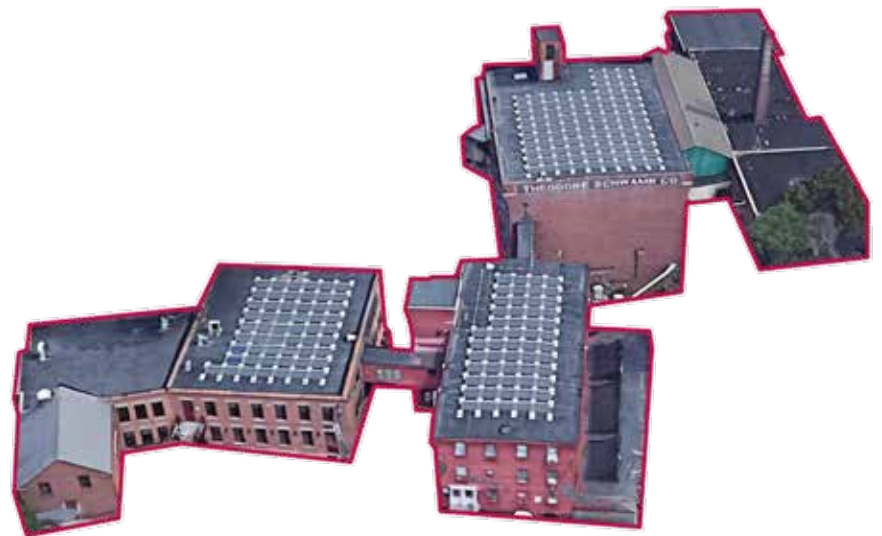


The Redevelopment of 1165R Massachusetts Avenue, Arlington

Development Concept

Presentation to the Arlington Select Board

June 29, 2020





DEVELOPMENT TEAM

Property Owner
Mirak Properties
438 Mass Ave #127
Arlington, MA 02474
Tel 781.641.2495
Contact: Julia Mirak

Developer
Spaulding & Slye Investments
One Post Office Square, Suite 2600
Boston, Massachusetts 02109
Tel 617.531.4244
Contact: Daniel St. Clair

DESIGN TEAM

Architect
Bargmann, Hendrie + Archetype, Inc.
9 Channel Center Street
Boston, MA 02210
Tel 617.350.0450
Contact: Joel Bargmann

Landscape Architect
Kyle Zick Landscape Architecture
36 Bromfield Street, #202
Boston, MA 02108
Tel 617.451.1018
Contact: Kyle Zick

Urban Planning
Gamble Associates
678 Massachusetts Avenue, #502
Cambridge, MA 02139
Tel 617.292.9912
Contact: David Gamble

The building and Mill Brook are an important part of the town's industrial legacy. This project proposes to take advantage of and enhance man-made and natural features in a distinctive and publicly accessible way.



1165R Massachusetts Avenue, Building #1

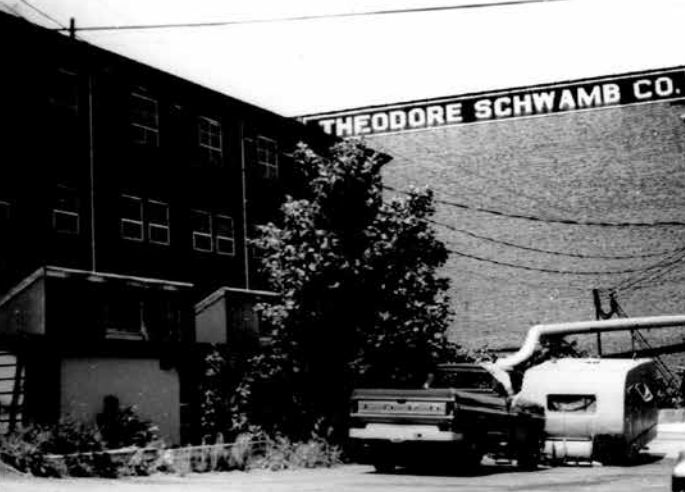
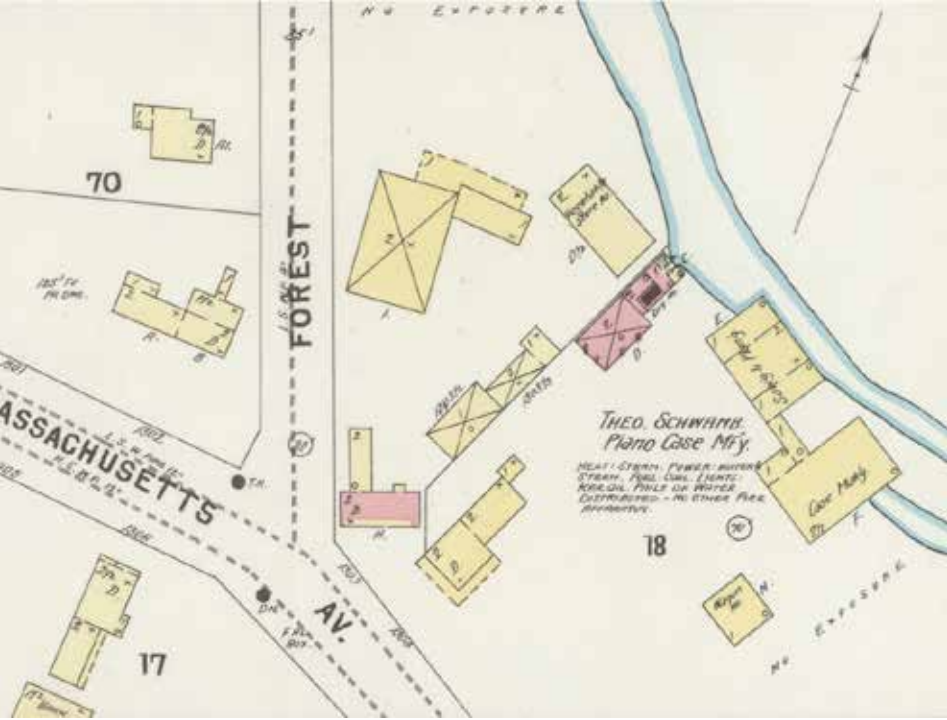


Mill Brook

HISTORY

THE MILL BROOK SITE

The site is reached from Massachusetts Avenue that originated as regional trail routes of the Native Americans. It was laid out as a colonial highway by the mid 17th century. Mill Brook was the site of at least 4 mill privileges granted to local residents between the 17th century and the turn of the 19th century. Mill Brook factories produced wood, grain, fabrics, spices, drugs, tools and picture frames. The factories were complemented by settlements of workers’ housing. The 1165 site was occupied by mills powered by Mill Brook since at least the early 19th century. Construction of the Arlington Reservoir in 1872 ended most water-powered activity on Mill Brook. Mill Brook was channeled between stone walls by the WPA during the Great Depression and the mill ponds were filled in by mid 20th century.



THE THEODORE SCHWAMB PIANO MANUFACTURING COMPANY

The front property was developed by the Theodore Schwamb Piano Manufacturing Company starting in 1871 when the land to the north of Mill Brook was purchased. The company was incorporated in 1897 and experienced rapid growth. In 1905, land to the north of Mill Brook was purchased to provide direct access to the nearby Boston & Maine Railroad line to provide for the delivery of lumber to the plant. The company made wooden piano cases up until the 1920’s. In the early 1920’s the company produced 4,000 piano cases per year and was one of the largest businesses in Arlington.



Due to the rise of home entertainment from new technologies such as radio, the demand for piano declined in the 20s. In 1928 the company converted to the production of architectural millwork such as window sills, door frames and moldings, continuing until 1972. Today the buildings host a multitude of small businesses and studios.



THE BUILDINGS

The first of the extant buildings was constructed on the south side of Mill Brook between 1871 and 1875. It was a piano case factory. The first building was powered by water but was converted to steam power in 1881. North of Mill Brook, the 4-story and most substantial building on the site, was constructed in 1905 as a woodworking and storehouse building. The Engine Room followed in 1906.

The Woodworking and Storehouse and Engine Room buildings are notable form their assertive massing, decorative brickwork and window detailing. They are modest but handsome examples of late 19th and early 20th century industrial construction. The Case Factory is now aluminum clad and the most altered structure with extensive changes to fenestration and siding.

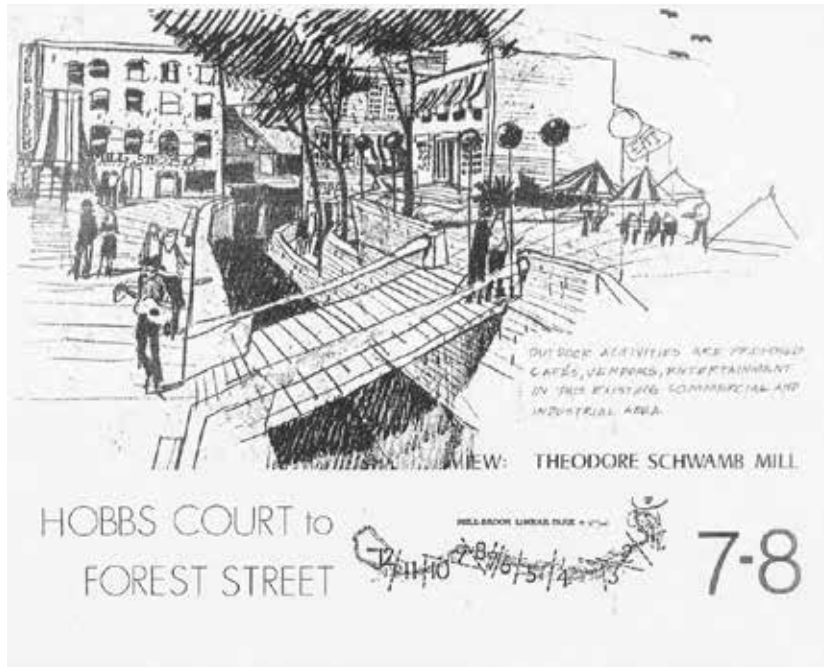


THE MILL DISTRICT

1977

Our work incorporates information contained in previous Arlington reports.

The best planning initiatives build on prior efforts and advance the thinking.



In 1977, an initial planning effort was conducted by the Town of Arlington that suggested redeveloping properties along the Mill Brook to create additional housing opportunities.



MILL BROOK LINEAR PARK REPORT

2010



There are areas where the Town can and should accommodate greater density and development.

In 2010, further planning studies were conducted, which identified the Mill Brook, Minuteman Bike Path, and Massachusetts Avenue as primary development corridors.

ARLINGTON MASTER PLAN

Public Process



Gamble Associates has been selected to ensure consistency between past and current master plan efforts. Through a series of public forums, tours, and workshop sessions, valuable feedback was gained into residents concerns, priorities, and aspirations for the town.

ARLINGTON MASTER PLAN

Public Process



In 2014, a robust public outreach effort was undertaken with the aim of producing a new, town-wide master plan for Arlington.

This resulted in the 2015 Arlington Master Plan, which identified primary principals to guide future growth and development.

ARLINGTON MASTER PLAN

2015

“**Arlington’s Master Plan** envisions civic connections that encourage social interaction and foster a sense of community. We have incorporated these concepts into the proposed development.



- 1 Open spaces and Corridors that link neighborhoods
- 2 Living and working opportunities for all
- 3 Stewardship and promotion of our historic heritage
- 4 Cultural and recreational resources that provide shared experiences
- 5 Natural systems in ecological balance
- 6 A walkable public realm where residents meet their neighbors



Three sites along the three corridors were studied in greater depth, exploring what their redevelopment could mean for the corridors and for the larger surrounding community. One of these sites was 1165R Massachusetts Avenue and the Mirak site.

DESIGN STANDARDS


2015

DESIGN STANDARDS

TOWN OF ARLINGTON

A
POCKET GUIDE
TO
DEVELOPMENT
ALONG ARLINGTON'S
PRIMARY CORRIDORS

DRAFT
AUGUST 7, 2015



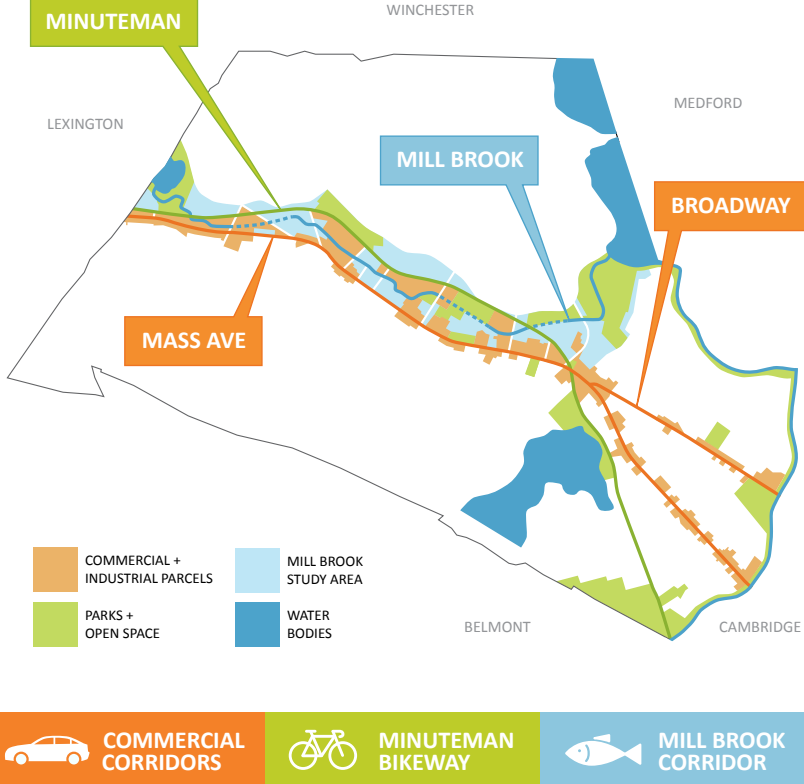
architecture
urban design

GAMBLE ASSOCIATES

Prepared for the Town of Arlington, MA
Dept. of Planning and Community Development

Adopted _____

PRIMARY CORRIDORS OF ARLINGTON



COMMERCIAL + INDUSTRIAL PARCELS

PARKS + OPEN SPACE

MILL BROOK STUDY AREA

WATER BODIES

COMMERCIAL CORRIDORS

MINUTEMAN BIKEWAY

MILL BROOK CORRIDOR

Mass Ave and Broadway connect the town from east to west, defining the town's three primary commercial centers: Arlington Heights, Arlington Center, and East Arlington.

The Minuteman Bikeway is a regional open space amenity. It is used for commuting as well as linking many of Arlington's cherished parks and recreational spaces

The Mill Brook is a largely hidden and untapped natural resource with great potential for place-making. The abutting neighborhoods have a legacy of "working and making" things

PURPOSE

Arlington's Design Standards were created to enhance the economic vitality of the Town through attractive and consistent design. They have been created as an outgrowth of the goals identified in the **Arlington Master Plan** (adopted February, 2015) under economic development, historical and cultural resource areas, and public facilities and services. These Design Standards are envisioned as a first step in updating the Zoning ByLaw, and they are tailored specifically to Arlington by **focusing on the primary geographies** unique to Arlington: Massachusetts Avenue and Broadway, The Mill Brook, and the Minuteman Bikeway.

By increasing the build-out potential of commercial and industrial properties along these corridors, the Town can leverage economic development to enhance its tax base and preserve and maintain Arlington's historic structures and cultural heritage. In this way, Arlington is directing its resources to areas with the greatest need and potential. Collectively, these corridors function as **"priority development areas"** within Arlington, helping to focus growth in already developed areas with good access to public transit, and diminish development pressures elsewhere in town.

These Standards articulate fundamental principles that influence the character of buildings and their spaces. These Standards are to anticipate projects that accommodate a **variety of uses**. They address building placement and orientation, height and setbacks, parking strategies and signage, among others. They are tools to help regulate form and clarify expectations for both developers and the public at large. By following these Standards, projects will complement one another, resulting in a cohesive public experience.

For more information, please contact:
Dept. of Planning and Community Development
Arlington Town Hall
730 Massachusetts Ave. Arlington MA 02476
(781)-316-3090

The 2015 Arlington Masterplan also recommended the creation of Design Guidelines for the redevelopment of sites along the town's primary corridors.

1165R MASSACHUSETTS AVENUE DEVELOPMENT PRINCIPLES

1. NATURAL SYSTEMS

Leverage the presence of the existing Mill Brook waterway to reinforce a sense of place while mitigating impervious site conditions and addressing storm water runoff needs.

2. HISTORY

Celebrate and integrate major components of historical buildings into a new development project.

3. LINKAGES

Enhance connections between development and open spaces to link places together.

4. DENSITY

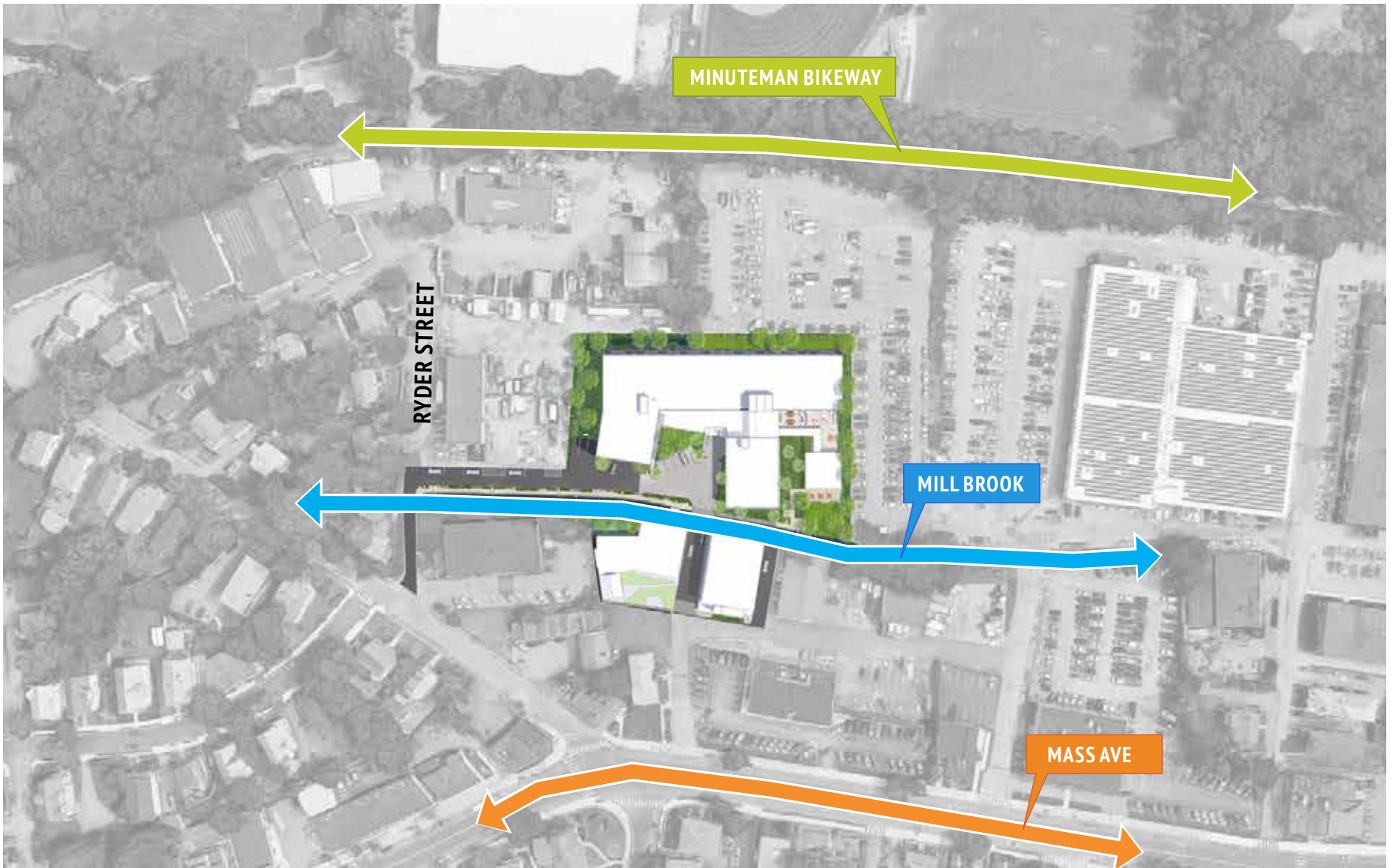
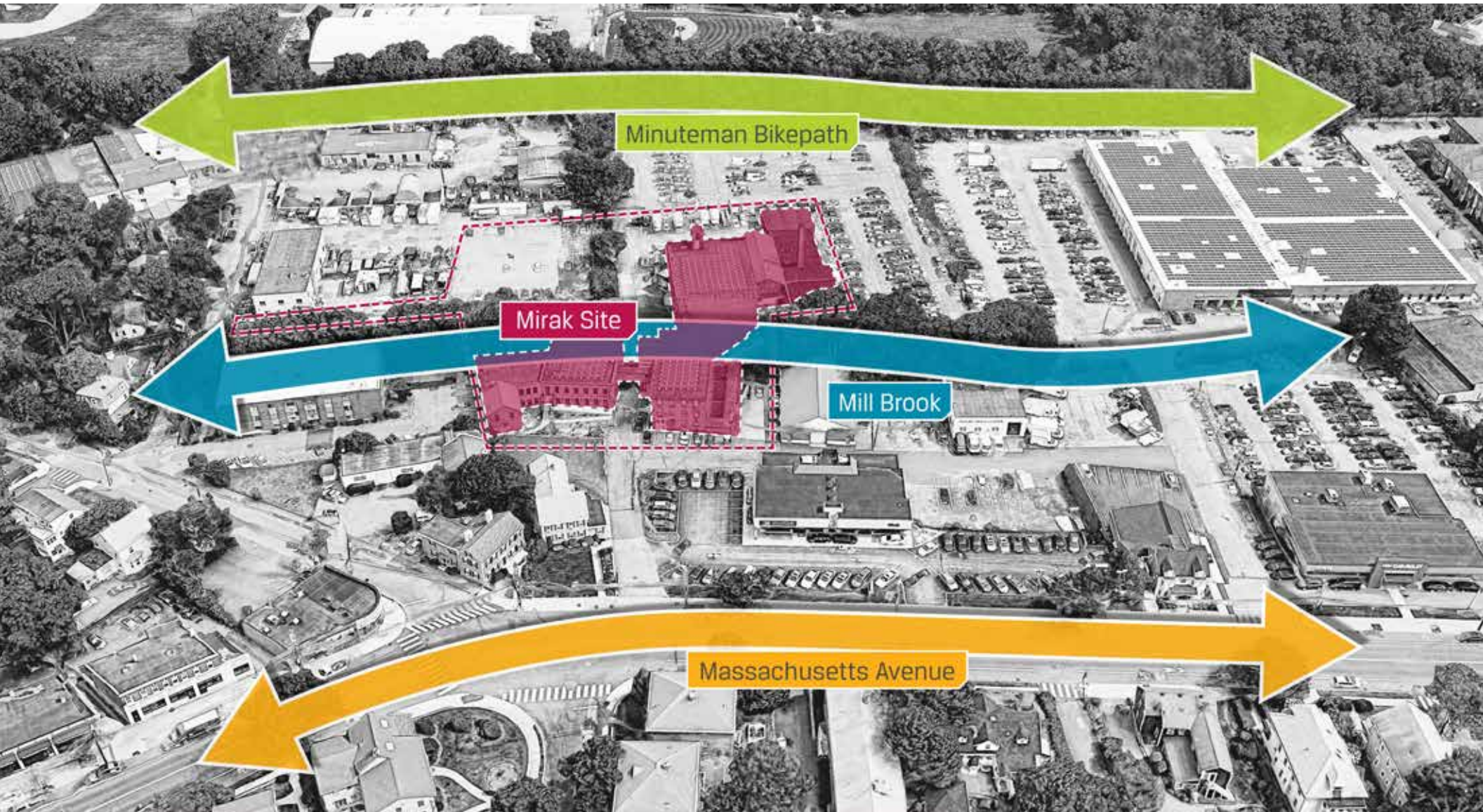
Increase residential and mixed-use development intensity along the town's primary commercial corridors.



The redevelopment of the property should be guided by the principals identified in the Design Guidelines.

PARALLEL CONNECTIONS

1165R sits conveniently between Massachusetts Avenue, Mill Brook and the Minuteman Bike Trail, benefiting from parallel pathways that define and connect Arlington.



PROPOSED USES AT 1165R MASSACHUSETTS AVENUE



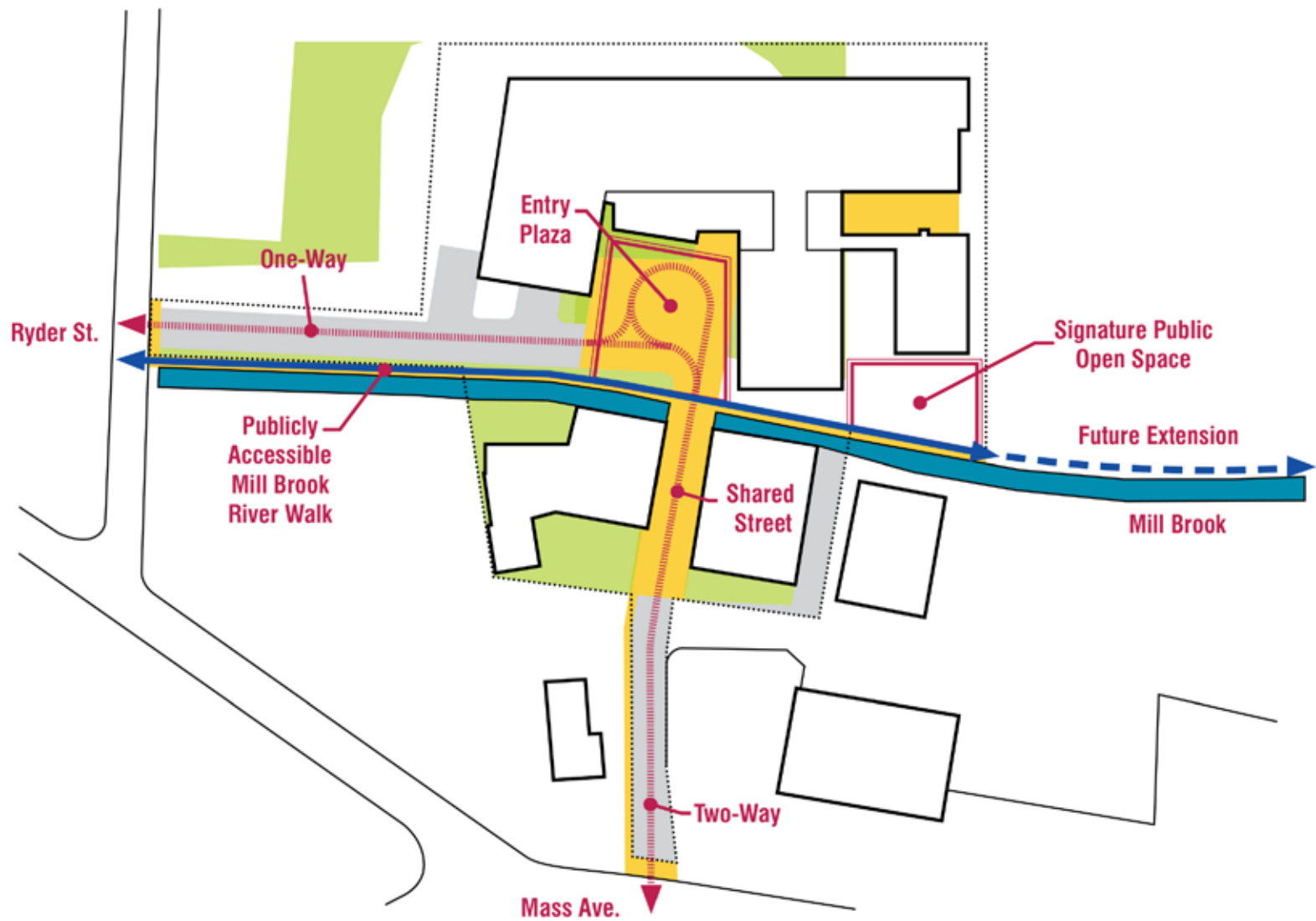
PROPOSED DEVELOPMENT



1165R Massachusetts Avenue Site Plan with Proposed New Building

LINKAGES

Enhance Connections Between/Along Open Spaces



VISUAL 3D DIAGRAM OF THE PROPOSED PROJECT

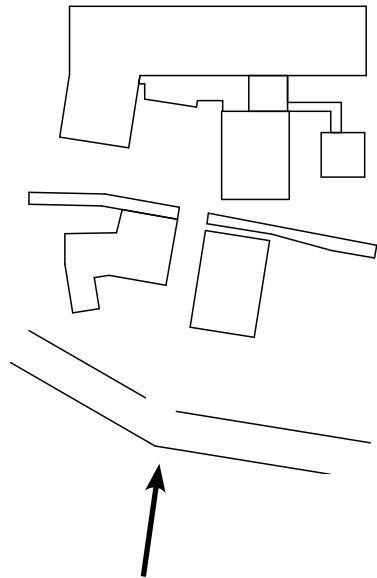


Project consists of: 130-140 Apartments
130-140 Parking Spaces
8,000 sf of Amenity Space

LINKAGE AND GATEWAYS OF 1165R TO MASSACHUSETTS AVENUE

Corridors that link commercial, residential and natural environments. These linkage corridors enhance connections both physical and personal.

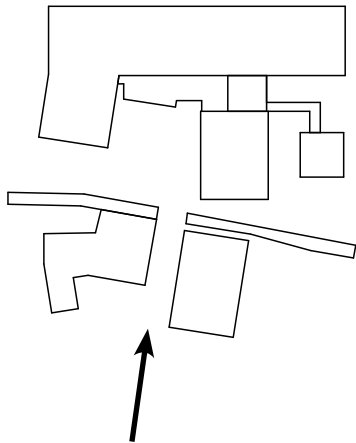
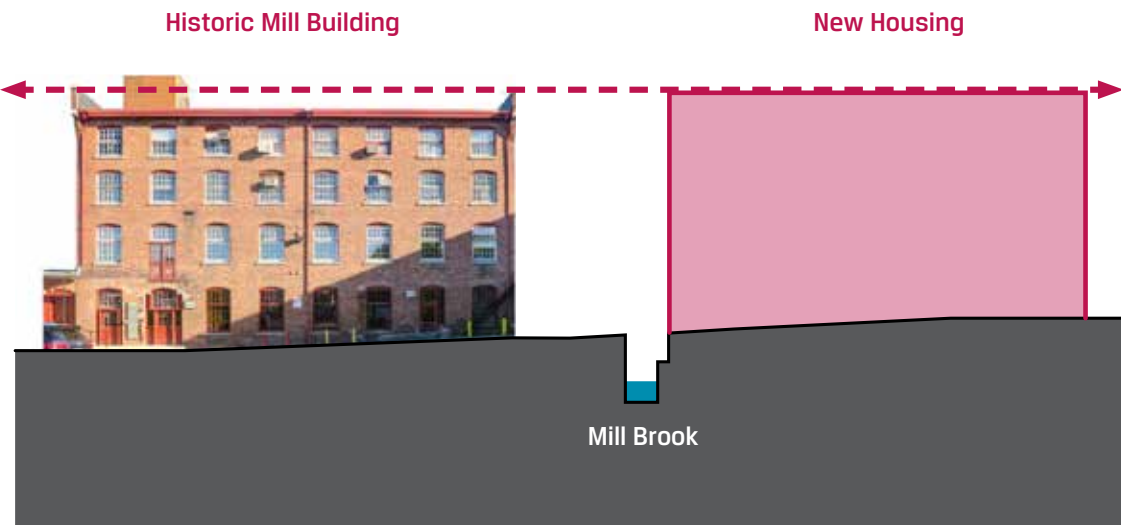
Strengthening gateways with assemblage of new and existing buildings and renovated historic buildings.



GATEWAYS AND HISTORY

The project integrates major historical buildings into the new project, including the existing mill building, the Engine Building, and juxtaposing new construction with Workbar to create a gateway.

Calibrating new buildings to the height of existing ones helps to blend the old and new, creating a harmonious relationships between them.



View at “entry” to 1165R, creating a gateway by juxtaposing new and historic structures

WIDENING THE BRIDGE Existing



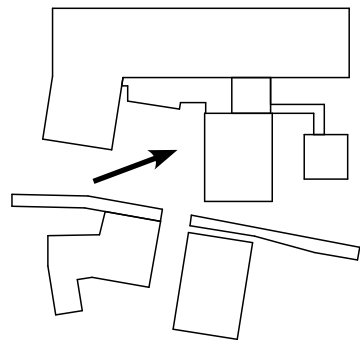
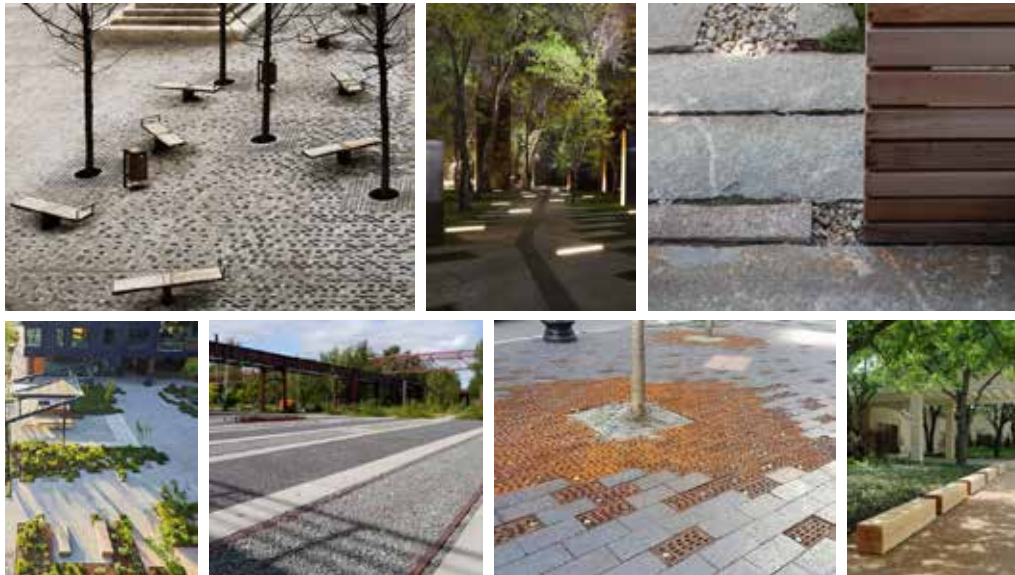
WIDENING THE BRIDGE Proposed



COURTYARD AND APARTMENT ENTRY

Wherever possible, the project integrates historical buildings into the new project, including the existing Mill Building, the Engine Building, and juxtaposing new construction with Workbar to create a gateway.

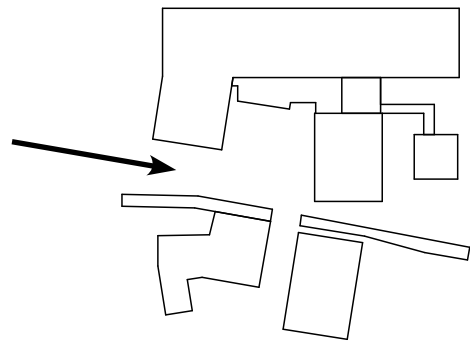
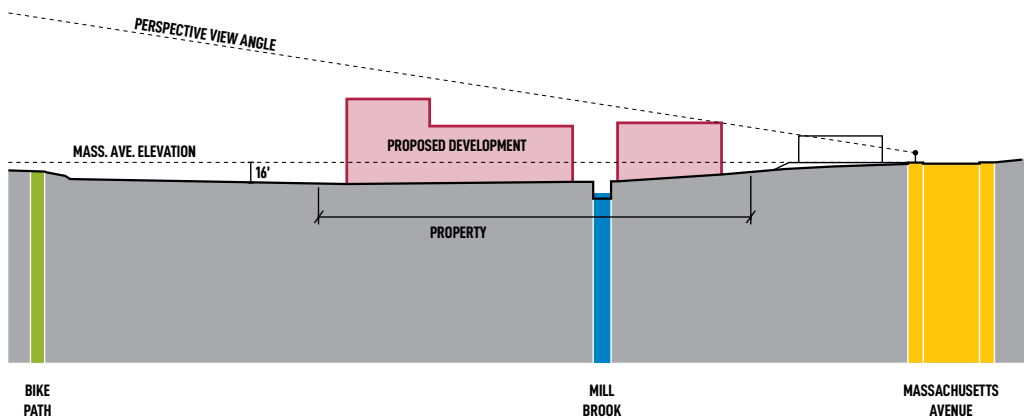
The main entrance to the new apartment buildings is through an archway in the existing brick wall of the mill building and into a lobby space where the texture and authenticity of the old is set off by the crispness of the new. This idea is consistent at the entrance courtyard where new walls meet old walls and create an outdoor meeting space and a new barrier-free connection to the Mill Brook walkway.



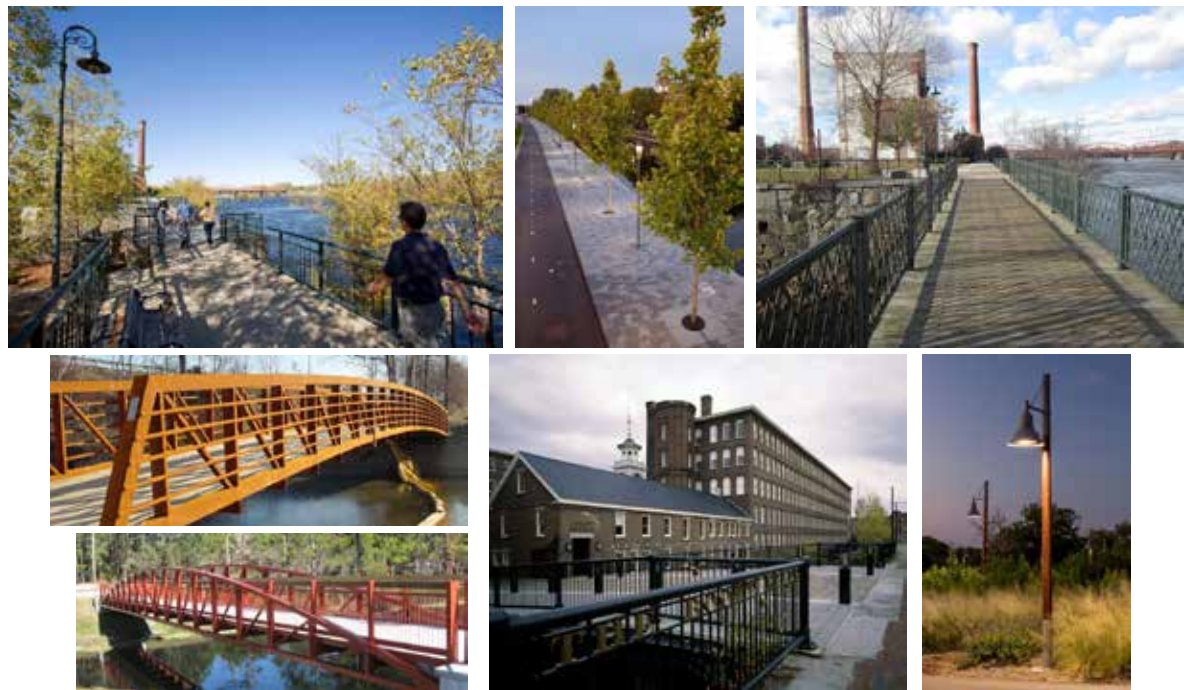
MILL BROOK NATURAL SYSTEMS

Leverage the presence of existing historic and natural elements to reinforce a sense of place and improve impervious conditions and stormwater run-off. The development connects a parking lot site to 18,000 sf of vegetated green space.

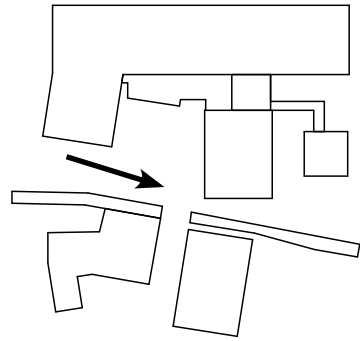
The project takes advantage of the natural change in elevation from both Massachusetts Avenue and the Bike Path towards the Mill Brook, concentrating the tallest buildings at the lowest elevation to diminish their apparent height.



MILL BROOK: A WALKABLE PUBLIC REALM

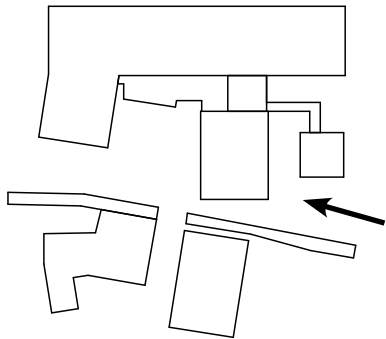


View to Mill Brook, lengthening the existing waterway to reinforce a sense of place with integration of historic buildings



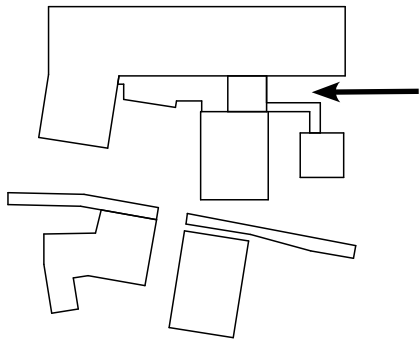
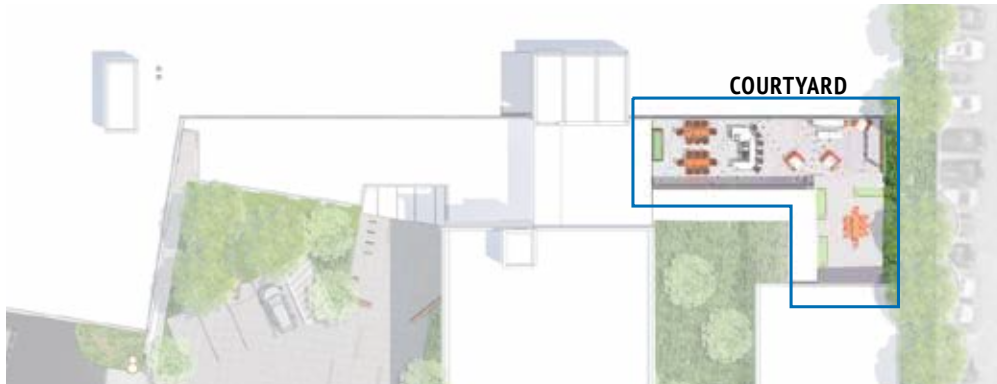
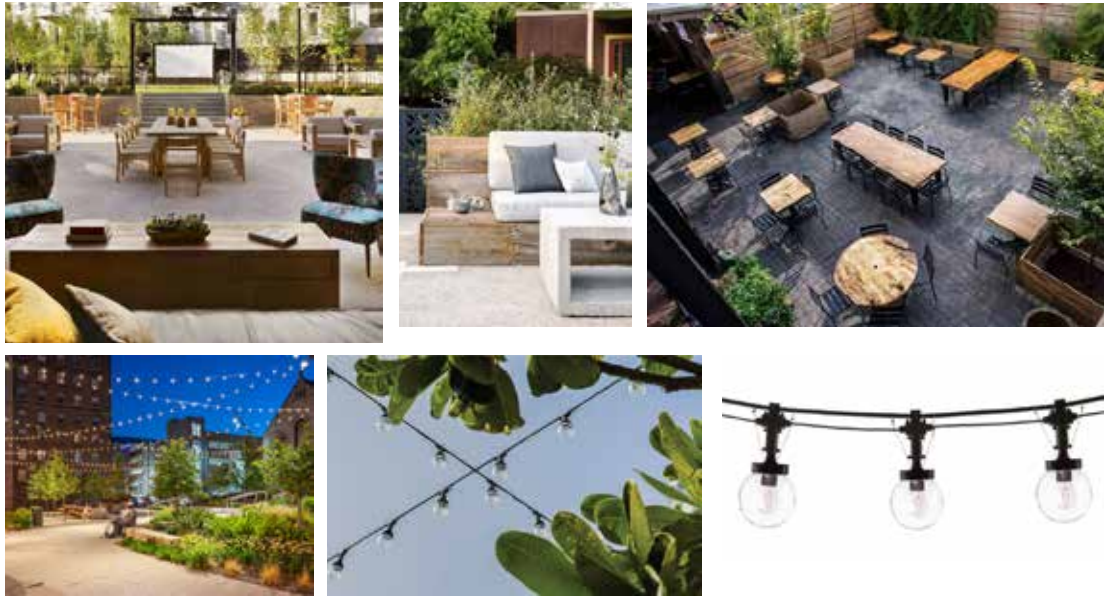
OPEN SPACE CREATED ADJACENT TO MILL BROOK

Open spaces and corridors set a precedent for linking existing and future neighborhoods. This restores the landscape to create an ecological balance, creating a walkable public realm where residents meet their neighbors.



COURTYARD

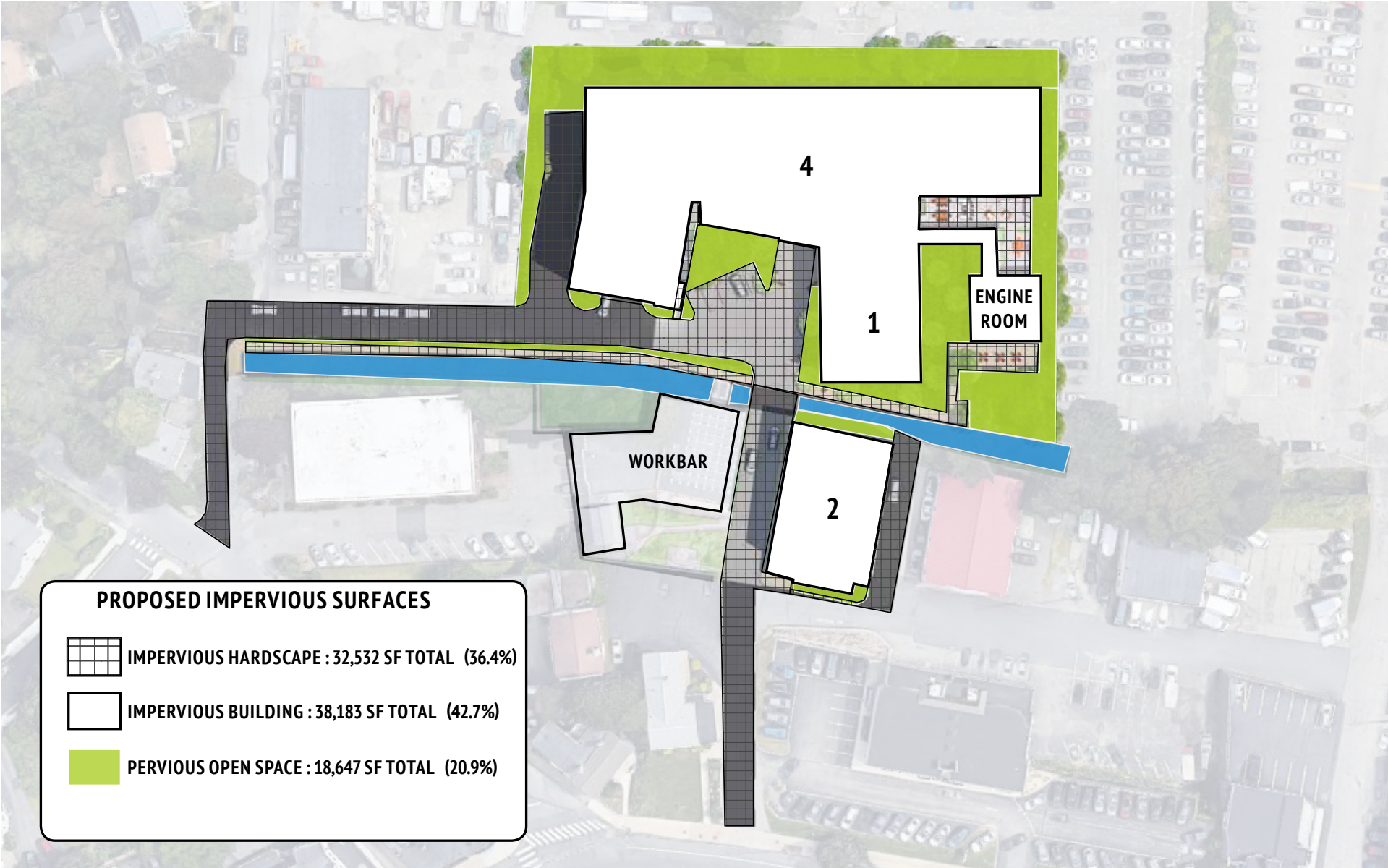
The courtyard is accessible to residents of 1165R and is designed as a part of an amenity space ensemble. The goal is to integrate indoors and outdoors to enhance connections. These associated open spaces can alleviate perceived density.



IMPERVIOUS SURFACES Existing



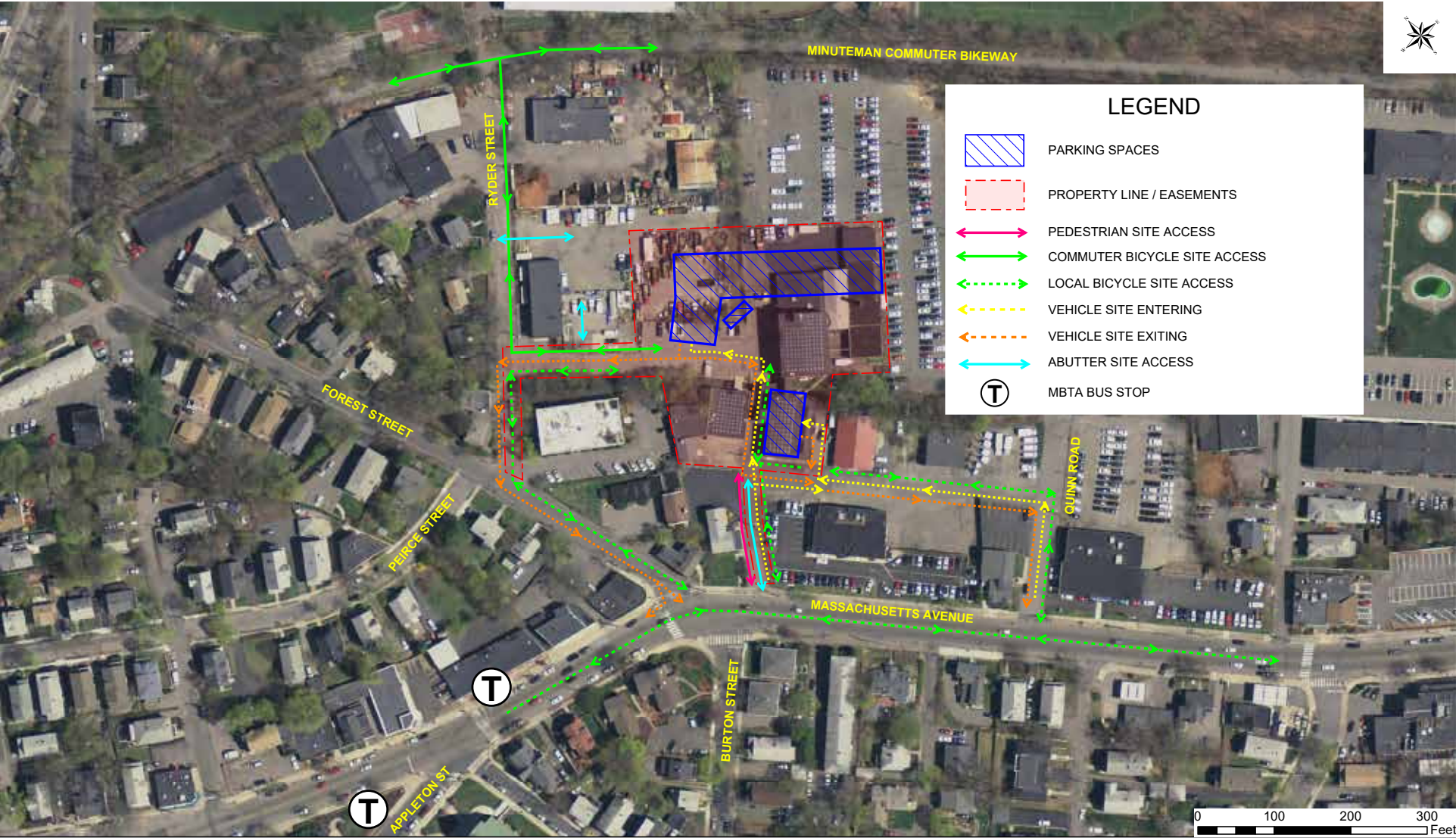
IMPERVIOUS SURFACES Proposed



TRAFFIC ACCESS Existing



TRAFFIC ACCESS Proposed



PROJECT BENEFITS

PUBLIC REALM Creates a diversity of exterior spaces that highlight the site’s historic resources, improves the ecological conditions of the site and provides improved access to the Mill Brook (Mill Brook pathway, Building drop off court, Engine Room plaza and residential courtyard).

CONNECTIVITY Creates a connection between the Mass. Avenue commercial and transit corridor, Mill Brook and the bikeway that link neighborhoods with a walkable public realm.

ADAPTIVE REUSE Celebrates and restores Arlington’s historic resources - including making the adjacent Workbar an integrated element of the urban design

RESILIENCY Integrates natural and man-made systems in an improved ecological balance, reducing impervious surfaces

SUSTAINABILTY Utilizes fossil-free fuel source for heating, cooling and cooking, solar potential

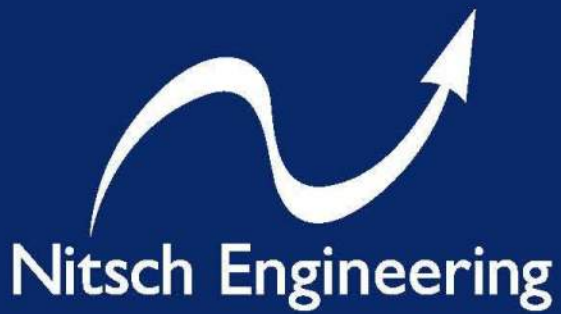
ACCESSIBILITY Widens the access driveway to the site with a for enhanced vehicular and pedestrian access and upgrades the Mill Brook bridge for Public Safety vehicles.

ECONOMIC DEVELOPMENT Results in a mixed-use development program of:

- 130 – 140 Apartments
- 25% of apartments will be affordable
- 130 – 140 parking spaces (95% covered)



**We've already succeeded with Workbar...
...just imagine what's to come!**



Traffic Impact Report

1165R Mass Ave Apartments
1165R Massachusetts Avenue
Arlington, MA

July 6, 2020

Prepared for:

1165R Mass MA Property LLC
c/o Spaulding & Slye Investments
One Post Office Square, 28th Floor
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Nitsch Engineering Project #13990.



TABLE OF CONTENTS

1	Introduction	3
1.1	Existing Site	3
1.2	Proposed Development	3
1.3	Study Area	4
1.4	Methodology.....	4
2	Existing Conditions	8
2.1	Roadways	8
2.2	Study Intersections.....	10
2.3	Public Transportation	11
2.4	Bicycle Facilities.....	12
2.5	Pedestrian Mobility.....	12
3	Existing Traffic Conditions	12
3.1	Traffic Count Data	12
3.2	Seasonal Adjustment	16
3.3	Parking Utilization Assessment	16
4	Safety Analysis	19
4.1	Historical Data	19
4.2	2020 Crashes.....	21
5	Signal Warrant Analysis.....	21
6	Future No-Build Traffic Conditions.....	22
6.1	Background Growth	22
6.2	Additional Development and Planned Roadway Development.....	22
6.3	2025 No-Build Traffic Volumes	22
7	Proposed Future Conditions	24
7.1	Proposed 1165R Mass Ave Apartments Site	24
7.2	Trip Generation	26
7.3	Trip Distribution	27
7.4	Trip Assignment	27
7.5	2025 Build Traffic Volumes	30
7.6	Parking Generation	32
7.7	Construction Management Outline	33
8	Traffic Operations Analysis	34
8.1	Evaluation Criteria.....	34
8.2	Capacity Analyses.....	35
8.2.1	2020 Existing Conditions Capacity Analysis	35
8.2.2	2020 No-Build Conditions Capacity Analysis.....	37
8.2.3	2025 Build Conditions Capacity Analysis.....	39
9	Transportation Demand Management	41
10	Conclusions.....	42



LIST OF TABLES

Table 1 – Apartment Mix	3
Table 2 – Automatic Traffic Recorder (ATR) Summary	13
Table 3 – Site Parking Utilization Assessment Summary	17
Table 4 – Apartment Complex Parking Utilization Assessment Summary	18
Table 5 – Crash Statistics	19
Table 6 – Crash Rate Summary	20
Table 7 – Peak Hour Trip Generation	26
Table 8 – Mode Share for 1165R Mass Ave Apartments (Net Trip Generation).....	27
Table 9 – Trip Distribution	27
Table 10 – Driveway Volume Comparison.....	30
Table 11 – Parking Requirement Comparisons	32
Table 12 – Future Parking Generation	32
Table 13 – Intersection Level of Service Criteria	34
Table 14 – Capacity Analysis Summary: 2020 Existing Conditions	36
Table 15 – Capacity Analysis Summary: 2025 No-Build Conditions	38
Table 16 – Capacity Analysis Summary: 2025 Build Conditions	40

LIST OF FIGURES

Figure 1: Locus Map.....	6
Figure 2: Existing Site and Study Area	7
Figure 3: 2020 Existing Peak Hour Volumes	14
Figure 4: 2020 Existing Pedestrian Peak Hour Volumes	15
Figure 5: 2025 No-Build Peak Hour Volumes	23
Figure 6: Site Access Diagram	25
Figure 7: Trip Distribution	28
Figure 8: Net Trip Generation Assignment.....	29
Figure 9: 2025 Build Peak Hour Volumes	31

APPENDIX CONTENTS

Traffic Count Data.....	A
MassDOT's 2019 Weekday Seasonal Adjustment Factors	B
Crash Rate Worksheets.....	C
Traffic Signal Warrant Analyses	D
Capacity Analysis.....	E

1 Introduction

Nitsch Engineering has prepared this Traffic Impact Report (TIR) for the proposed 1165R Mass Ave Apartments (“Project”), a building renovation and expansion project that will include an apartment complex with structured parking in the Mirak Innovation Park, located at 1165R Massachusetts Avenue in Arlington, Massachusetts. This TIR will review existing roadway conditions, access/egress, crash data, and traffic volumes, and it will analyze existing and future conditions at intersections in the study area to establish the impact the proposed improvements would have on traffic operations.

Figure 1 shows the Locus Map and Figure 2 shows the existing site and study area.

1.1 Existing Site

The proposed Project is located within the Mirak Innovation Park at 1165R Massachusetts Avenue in Arlington, Massachusetts. The Mirak Innovation Park is bounded by Massachusetts Avenue to the south, Quinn Road (Mirak Innovation Park East Driveway) to the east, the Minuteman Commuter Bikeway to the north, Forest Street to the southwest, and Ryder Street to the west. Mill Brook passes through the Innovation Park from west to east.

The site is located adjacent to the 2-story Workbar building, located at 1167 Massachusetts Avenue. Adjacent to Workbar is a 3-story building (“southeast building”), and north of Mill Brook is a 4-story mill building with a one-story building annexed to it. The Workbar and the existing 3-story building are bisected by a 12-foot wide reinforced concrete bridge over Mill Brook, which provides one (1) 9-foot bi-directional travel lane for access to the rear parking lots. All access to and egress from the Innovation Park is provided via Quinn Road, an Innovation Park driveway off Massachusetts Avenue (“West Driveway”), and a driveway off Ryder Street. In addition to Workbar, the two other main abutters are the Mirak Hyundai Car Dealership and the Robert Annese Law Office. Both uses were granted an easement to use the West Driveway access for all egress and ingress.


Seventy-six parking spaces are provided for Workbar and mill Building tenants behind the existing Workbar building, as indicated on the site survey conducted by Control Point Associates, dated November 13, 2019. An additional 48 parking spaces behind the Mirak Chevrolet are also provided for tenants via a short-term lease agreement.

1.2 Proposed Development

Based on the current Site Plan, the proponent proposes to demolish the 3-story building east of Workbar and the 1-story annex building to the north of Mill Brook to develop two (2) new buildings and renovate two (2) existing buildings. The Project will consist of three (3) apartment buildings with 130 dwelling units and one (1) building for amenity space. Table 1 presents the current plan for the Apartment Mix.

Table 1 – Apartment Mix

Type	Percent Mix	Number of Units	Number of Bedrooms
Studio	24%	31	31
1-Bedroom	42%	55	55
2-Bedroom	24%	31	62
3-Bedroom	10%	13	39
Total	100%	130	187



Existing surface parking behind Workbar will be eliminated. However, 124 new parking spaces will be provided in the garages of Buildings #2 and #4, and 12 surface parking spaces will be provided. An agreement has been established to allow Workbar tenants to occupy 40 parking spaces during weekday business hours and 10 parking spaces at night and on weekends.

To accommodate two-way vehicular traffic and pedestrian traffic from Massachusetts Avenue to the north of Mill Brook, the bridge will have to be reconstructed to include two (2) 10.5-foot travel lanes and a minimum 4-foot wide sidewalk. The project team has employed a structural engineering team to assess the existing bridge conditions and to design a new bridge that will accommodate daily traffic as well as emergency vehicles.

1.3 Study Area

The study area includes the Mirak Innovation Park site, 12 adjacent roadway segments, and seven (7) intersections.

Roadways

- Massachusetts Avenue;
- Forest Street;
- Peirce Street;
- Ryder Street;
- Appleton Street;
- Appleton Place;
- Burton Street;
- Pine Court;
- Quinn Road (Mirak Innovation Park East Driveway);
- Mirak Innovation Park West Driveway;
- Quinn Access Road; and
- Mirak Innovation Park Ryder Street Driveway.

Intersections

- Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway;
- Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway;
- Massachusetts Avenue and Pine Court;
- Massachusetts Avenue and Quinn Road (Mirak Innovation Park East Driveway);
- Mirak Innovation Park West Driveway and Quinn Access Road;
- Forest Street and Ryder Street/Peirce Street; and
- Ryder Street and Mirak Innovation Park Ryder Street Driveway.

1.4 Methodology

The traffic analysis herein summarizes the following:

1. A data collection of existing transportation conditions, including traffic data, crash history, roadway capacities, parking, transit, pedestrian and bicycle circulation, loading, and site conditions.


- 
2. An evaluation of future transportation conditions and an assessment of potential traffic impacts associated with the Project and other neighboring projects. Long-term impacts are evaluated for the year 2025, based on a five-year horizon from the 2020 base year. Expected roadway, parking, transit, pedestrian, and loading conditions and deficiencies are identified. This section includes the following scenarios:
 - a. The No-Build Scenario (2025), which includes general background growth and additional vehicular traffic associated with specific proposed or planned developments and roadway changes in the vicinity of the Project site; and
 - b. The Build Scenario (2025), which also includes specific travel demand forecasts associated with the Project.
 3. An evaluation of crash data and traffic volumes to determine if a traffic signal is warranted at any of the study intersections
 4. An identification of appropriate measures to mitigate Project-related impacts identified in the previous phase.
 5. An evaluation of short-term traffic impacts associated with construction activities.



Figure 1: Locus Map
1165R Mass Ave Apartments
Arlington, MA
Data Source: MassGIS
Nitsch Project #13990.



Figure 2: Existing Site and Study Area

1165R Mass Ave Apartments

Arlington, MA

Data Source: MassGIS

Nitsch Project #: 13990.



2 Existing Conditions

2.1 Roadways

Massachusetts Avenue

Massachusetts Avenue, colloquially referred to as Mass Ave, is a two-lane principal arterial roadway under Town of Arlington jurisdiction that stretches for 16 miles from the Dorchester neighborhood of Boston northwest to Minuteman Park in Lexington. Near the site, Massachusetts Avenue runs generally east-west with one lane in each direction, each approximately 14 feet wide, separated by a double-yellow center line. The sidewalks along both sides of the roadway are in good condition. Two-hour parking is provided on both sides of the roadway via 8-foot wide parking lanes, and shared bicycle pavement markings (“sharrows”) are provided in both directions in the vehicular travel lanes. The posted speed limit along Massachusetts Avenue in the site vicinity is 30 miles per hour (mph). There are two (2) Massachusetts Bay Transportation Authority (MBTA) bus stops in the site vicinity, one in each direction, that service the MBTA’s 77 and 79 bus routes.

Forest Street

Forest Street is a two-lane local roadway under Town of Arlington jurisdiction that runs in the general north-south direction from its northern terminus at Summer Street approximately a quarter mile to its southern terminus at Massachusetts Avenue. Near the site, Forest Street is 22 feet wide with no lane markings. Asphalt sidewalks are present on both side of the roadway, and on-street parking is restricted near the site. The speed limit is not posted along the roadway.

Peirce Street


Peirce Street is a two-lane local roadway under Town of Arlington jurisdiction that runs in the east-west direction from its western terminus at Locke Street approximately 0.15 miles to its eastern terminus as Forest Street. Near the site, Peirce Street is 22 feet wide with no lane markings. Concrete sidewalks with grass buffers are present and parking is allowed on both sides of the roadway. The speed limit is not posted along the roadway.

Ryder Street

Ryder Street is a two-lane private way, half of which is under ownership of the Project, from Forest Street to the site driveway. Ryder Street runs in the northeast-southwest direction from its southwestern terminus at Forest Street at Mill Brook to its northeastern terminus at the Minuteman Commuter Bikeway. Adjacent to the Ryder Street Driveway, Ryder Street is only 20 feet wide, though parking is not restricted on either side of the roadway. Asphalt sidewalk is provided only on the east side on the Ryder Street Bridge over Mill Brook, and no pavement markings are present along the roadway. The speed limit is not posted along the roadway.

Appleton Street

Appleton Street is a two-lane major collector roadway under Town of Arlington jurisdiction that runs in the northeast-southwest direction that connects Massachusetts Avenue, at its northeastern terminus, to Concord Avenue (Route 2) at its southwestern terminus. At its intersection with Massachusetts Avenue, the roadway provides one lane with marked shoulder in each direction, each lane approximately 12 feet wide, separated by a double-yellow center line. Centerline markings and shoulder makings are present from Massachusetts Avenue to Acton Street, about



200 feet to the west. Concrete sidewalks with grass buffers are present on both sides of the roadway. Although the marked shoulders are not wide enough for standard vehicles to park, parking is not restricted along the roadway. The speed limit is not posted along the roadway.

Appleton Place

Appleton Place is a two-lane local roadway under Town of Arlington jurisdiction that runs in the general northwest-southeast direction that connects Massachusetts Avenue at its northwestern terminus to Quincy Road approximately a quarter mile to the southeast. The road is 22 feet wide with no lane markings. Concrete sidewalks are present on both sides of the roadway, and parking is not restricted on the southeast-bound side of the road. The speed limit is not posted along the roadway.

Burton Street

Burton Street is a two-lane local roadway under Town of Arlington jurisdiction that runs in the north-south direction from its northern terminus at Massachusetts Avenue approximately three-quarters of a mile to its southern terminus at Appleton Place. The road is 22 feet wide with no lane markings. Concrete sidewalks with grass buffer strips are present and parking is not restricted on both sides of the roadway. The speed limit is not posted along the roadway.

Pine Court

Pine Court is a narrow privately owned local roadway that runs in the north-south direction from its northern terminus at Massachusetts Avenue approximately three-quarters of a mile to its southern terminus at Appleton Place. Although the road is narrow, parking is not restricted. Sidewalks are not provided on either side of the roadway; and the pavement is in poor condition and in need of repairs. The speed limit is not posted along the roadway.

Quinn Road

Quinn Road is two-way privately owned local roadway that runs in the north-south direction. The road serves as a driveway entrance to the Mirak Innovation Park next to the Mirak Chevrolet service center. At its intersection with Massachusetts Avenue, the road is approximately 30 feet with no lane markings and no sidewalks. The speed limit is not posted along the roadway.

Mirak Innovation Park West Driveway

Mirak Innovation Park West Driveway is private and under ownership of the Project proponent. The driveway runs in the north-south direction, connecting Massachusetts Avenue to the Workbar/Mirak Mill parking lot over the Mill Brook bridge. The driveway is approximately 20 feet wide with no lane markings and no sidewalks.

Quinn Access Road

Quinn Access Road is a privately owned roadway that runs parallel to Massachusetts Avenue in the east-west direction, connecting the Mirak Innovation Park West Driveway to Quinn Road south of Mill Brook. The road also serves as access to three small paved surface parking lots that are used by Mirak dealership employees. The speed limit is not posted along the roadway.



Mirak Innovation Park Ryder Street Driveway

Mirak Innovation Park Ryder Street Driveway is privately owned and runs in the east-west direction from Ryder Street to the Mirak Mill Park West Driveway north of Mill Brook. The driveway provides direct access to the existing surface parking space located to the north of Workbar.

2.2 Study Intersections

Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway

Massachusetts Avenue intersects with Appleton Street, Appleton Place, and a commercial driveway to form a five-legged intersection, with the Massachusetts Avenue approaches operating freely, and the Appleton Street and Appleton Place under stop control. The Massachusetts Avenue eastbound and westbound approaches consist of one full-movement lane with adjacent on-street parking in each direction. The Appleton Street northeast-bound approach and the Appleton Place northbound approach each consist of one full-movement lane with stop signs and stop bars present. The commercial driveway southbound approach consists of one full-movement lane with no stop signs or stop bars present. Bus stops for the MBTA Bus Routes 77 and 79 are located at the Massachusetts Avenue eastbound approach. Ladder-style painted crosswalks are present at the westbound and northbound approaches accompanied by wheelchair ramps with detectable warning panels at each corner. Traffic signals are present at each corner of the intersection and flash yellow to warn motorists to proceed with caution. However, the intersection effectively operates as an unsignalized intersection.

Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway

Massachusetts Avenue intersects with Forest Street, Burton Street, and the Mirak Innovation Park West Driveway to form a five-legged unsignalized intersection, with the two Massachusetts Avenue approaches operating freely, and the Forest Street, Burton Street, and West Driveway approaches under stop control. The Massachusetts Avenue eastbound and westbound approaches consist of one 14-foot wide full-movement lane with adjacent on-street parking in each direction. The Burton Street northbound approach consists of one full-movement lane with a stop sign and stop bar present and no posted parking restrictions. The Forest Street southeast-bound approach consists of one full-movement lane with parking restricted on both sides of the roadway and a stop sign and stop bar present. The West Driveway southbound approach provides one lane in each direction, though there are no pavement markings present. Ladder-style painted crosswalks are present at the eastbound, northbound, and southbound approaches, accompanied by wheelchair ramps with detectable warning panels at each corner.

Massachusetts Avenue and Pine Court

Massachusetts Avenue intersects with Pine Court to form a three-legged unsignalized intersection, with the Massachusetts Avenue approaches operating freely, and the Pine Court approach under stop control. The Massachusetts Avenue eastbound and westbound approaches consist of one full-movement lane with adjacent on-street parking in each direction. The Pine Court northbound approach consists of one full-movement lane; however, there is no stop sign, yield sign, or stop bar present. A ladder-style painted crosswalk is present at the Pine Court approach accompanied by wheelchair ramps with detectable warning panels at each corner.



Massachusetts Avenue and Quinn Road (Mirak Innovation Park East Driveway)

Massachusetts Avenue intersects with Quinn Road to form a three-legged unsignalized intersection, with the Massachusetts Avenue approaches operating freely, and the Quinn Road approach under stop control. The Massachusetts Avenue eastbound and westbound approaches consist of one full-movement lane with adjacent on-street parking in each direction. The Quinn Road southbound approach consists of one full-movement lane with a stop sign and stop bar. The stop sign for the southbound approach is attached to a utility pole on the left side of the approach. A ladder-style painted crosswalk is present at the Quinn Road approach accompanied by wheelchair ramps with detectable warning panels at each corner.

Mirak Innovation Park West Driveway and Quinn Access Road

The West Driveway intersects with Quinn Access Road to form a three-legged unsignalized intersection, with the West Driveway approaches operating freely and the Quinn Access Road westbound approach terminating at the West Driveway. The West Driveway and Quinn Access Road approaches consist of one full-movement lane in each direction with no stop signs or stop bars present.

Forest Street and Ryder Street/Peirce Street

Forest Street intersects with Peirce Street and Ryder Street to form a four-legged unsignalized intersection, with the Forest Street approaches operating freely, and the Ryder Street and Peirce Street approaches under stop control. The Forest Street northbound and southbound approaches consist of one full-movement lane with adjacent on-street parking in each direction. The Peirce Street eastbound approach consists of one full-movement lane with a stop sign and stop bar. The Ryder Street westbound approach, offset slightly to the south relative to Peirce Street, consists of one full-movement lane; however there is no stop sign, yield sign, or stop bar present. A ladder-style painted crosswalk is present at the Peirce Street approach accompanied by wheelchair ramps with detectable warning panels at each corner.

Ryder Street and Mirak Innovation Park Ryder Street Driveway

Ryder Street intersects with Mirak Mill Ryder Street Driveway to form a three-legged unsignalized intersection, with the Ryder Street approaches operating freely and the driveway westbound approach under stop control. The Ryder Street eastbound and westbound approaches consist of one full-movement lane with adjacent on-street parking in each direction. The Ryder Street Driveway approach consists of one full-movement lane with no stop signs or stop bars present.


2.3 Public Transportation

Subway

Alewife Station is located about 3.5 miles southeast of the study area at the intersection of Concord Turnpike and Alewife Brook Parkway in Cambridge. The station is the northern terminus of the MBTA's Red Line, which provides direct access to Downtown Boston and other cities, including Somerville, Quincy, and Braintree.

Bus

MBTA bus services are available near the site. MBTA Bus Route 67, connecting Alewife Station and Turkey Hill, runs along Summer Street. The closest stops for Route 67 traveling to Alewife are located on the south side of



Summer Street about 125 feet east of Forest Street and at the intersection of Washington Street and Summer Street. Bus Route 67 coming from Alewife to Turkey Hill stops at the intersection of Summer Street and Washington Street and then travels along Washington Street to Lawrence Lane. MBTA Bus Routes 77 and 79 run along Massachusetts Avenue near the site. Route 77 connects between Arlington Heights and Harvard Square, and Route 79 connects between Arlington Heights and Alewife Station. The closest designated stops for both inbound and outbound directions for these routes are located at the intersection of Massachusetts Avenue and Appleton Street/Appleton Place and at the intersection of Massachusetts Avenue and Quincy Street. Routes 67 and 79 provide direct access to Alewife Station, and Route 77 provides access to East Arlington, Somerville, and Cambridge.

2.4 Bicycle Facilities

The Minuteman Commuter Bikeway, a 10-mile long paved trail connecting Bedford to Alewife Station, passes near the north boundary of the Mirak Innovation Park, running parallel to Massachusetts Avenue. The length of the bikeway from Ryder Street to Alewife Station is about 3.5 miles, making it a useful non-motorized commuting option. Access to the Bikeway is provided at the north end of Ryder Street, making it easily accessible from the proposed site. Massachusetts Avenue has shared lanes with Sharrows in both directions of travel, and Appleton Street has paved shoulders in both directions that can be used by bicyclists. Shared or dedicated bicycle lanes are not present on the rest the town-owned or private roadways in the project area, though motorized volumes are comparatively low on those roads. A dockless bike-sharing program was being operated in the town until the end of 2019.

2.5 Pedestrian Mobility

Sidewalks are present on both sides of Massachusetts Avenue, Forest Street, Appleton Street, Appleton Place, and Burton Street, providing ample opportunity for pedestrian mobility. Crosswalks are present at the intersection of Forest Street and Ryder Street/Peirce Street and at all intersections along Massachusetts Avenue. On-site sidewalks are not currently present on the West Driveway from Massachusetts Avenue or on the Ryder Street Driveway from Ryder Street.

3 Existing Traffic Conditions

3.1 Traffic Count Data

Nitsch Engineering retained Precision Data Industries, Inc. (PDI) of Framingham, Massachusetts to collect traffic data within the study area, including both Automatic Traffic Recorder (ATR) counts and Turning Movement Counts (TMCs).

ATR Data

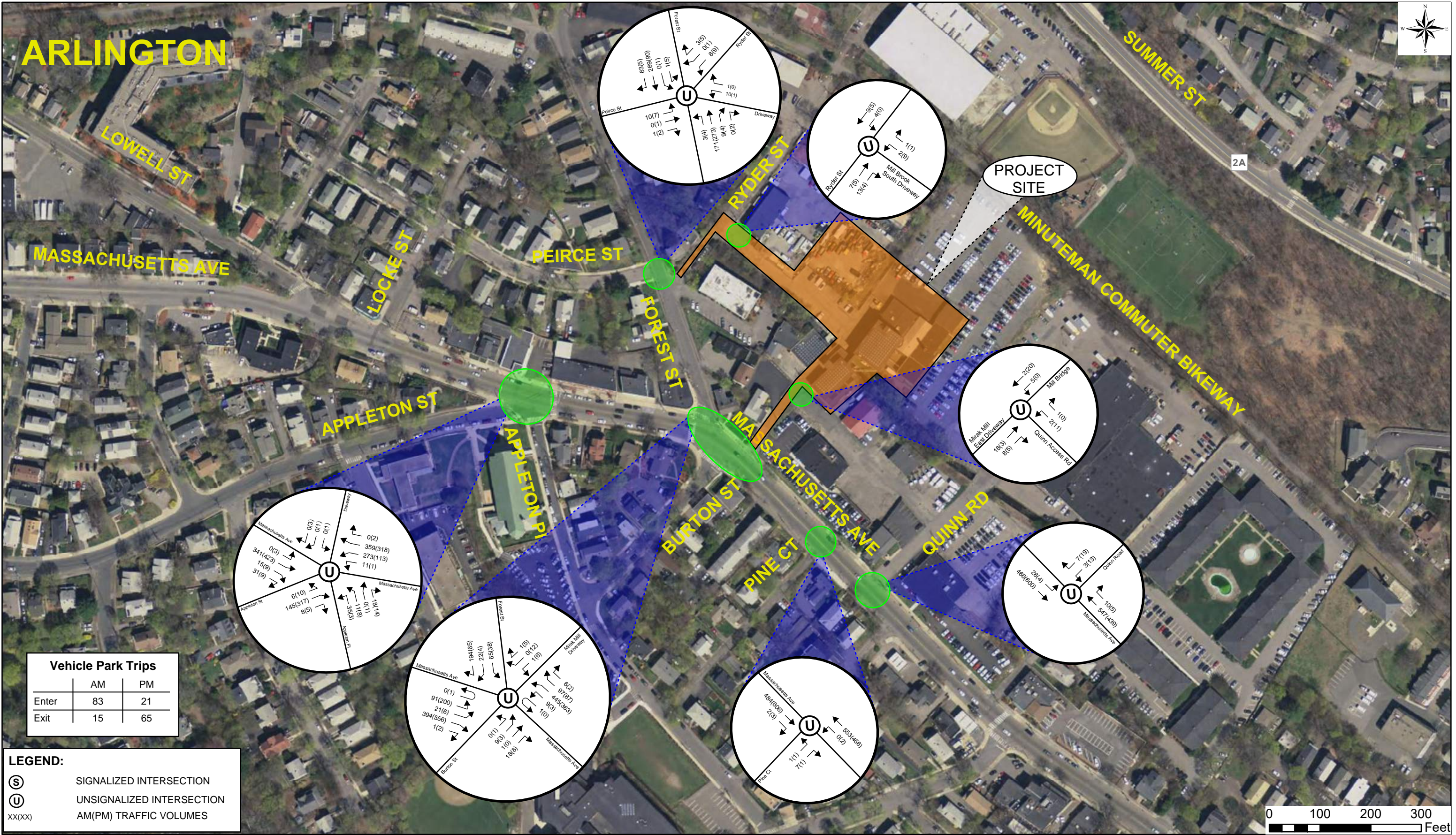
PDI collected ATR counts for a continuous 48-hour period at five locations from Tuesday, February 4, 2020 to Wednesday, February 5, 2020. The ATR data with seasonal adjustments per Section 3.2 are summarized in Table 2. The ATR data is included in Appendix A.

Table 2 – Automatic Traffic Recorder (ATR) Summary

Location	Period	ADT ^a			Peak Hour Traffic				K Factor ^d
		Volumes (vpd) ^b	Directional Distribution		Period	Volumes (vph) ^c	Directional Distribution		
Massachusetts Avenue, between Burton Road and Pine Court	Weekday	13,127	51%	EB	Morning	1,052	53%	WB	0.08
					Afternoon	1,051	57%	EB	0.08
Mirak Mill Park West Driveway, north of Massachusetts Avenue	Weekday	464	53%	NB	Morning	48	85%	NB	0.10
					Afternoon	41	77%	SB	0.09
Quinn Road, north of Massachusetts Avenue	Weekday	546	50%	SB	Morning	56	57%	NB	0.10
					Afternoon	41	77%	SB	0.07
Forest Street, north of Massachusetts Avenue	Weekday	4,042	56%	NB	Morning	480	61%	SB	0.12
					Afternoon	425	71%	NB	0.11
Burton Road, south of Massachusetts Avenue	Weekday	548	65%	SB	Morning	69	51%	SB	0.13
					Afternoon	23	57%	NB	0.04
^a Average Daily Traffic; ^b Vehicles per day; ^c Vehicles per hour; ^d Proportion of daily traffic NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound									

TMC Data

PDI collected TMC data at the seven (7) study intersections on Tuesday, February 4, 2020. TMC data was recorded from 7:00 AM to 9:00 AM to capture the weekday morning traffic peak hours and from 4:00 PM to 6:00 PM to capture the weekday evening traffic peak hours. The counts included passenger vehicles, heavy vehicles, bicycles, and pedestrians. The existing peak-hour traffic volumes at these intersections in the form of turning movements, seasonally adjusted per Section 3.2, are shown in Figure 3. The pedestrian existing peak-hour volumes are shown on Figure 4. The TMC data is included in Appendix A.



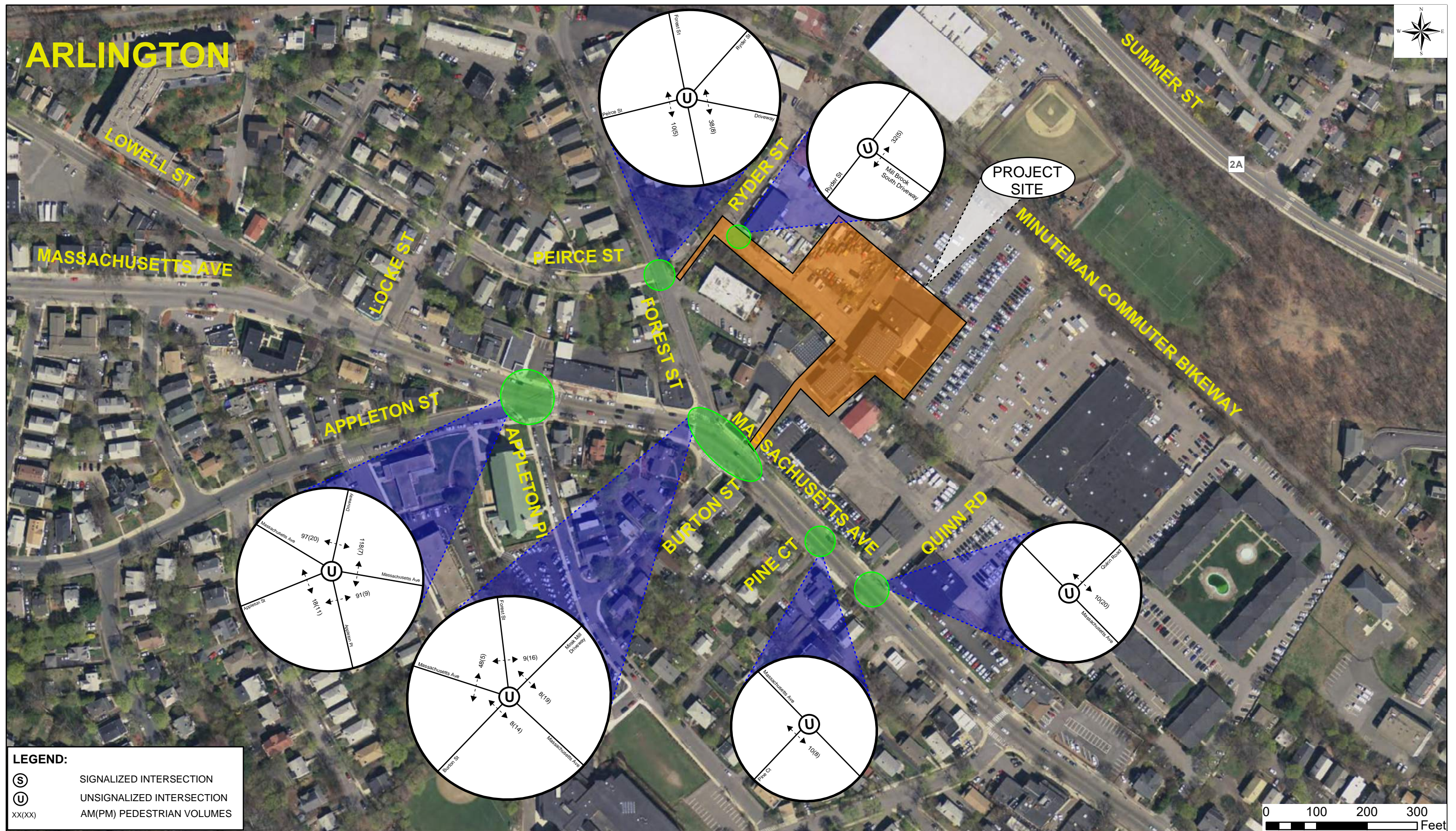


Figure 4: 2020 Existing Pedestrian Peak Hour Volumes

1165R Mass Ave Apartments

Arlington, MA

Data Source: MassGIS

Nitsch Project #13990.



3.2 Seasonal Adjustment

Nitsch Engineering queried MassDOT traffic data for counts nearby that would establish a seasonal adjustment for the volumes we measured in May and June. No local data was available, so Nitsch Engineering used MassDOT's 2019 Weekday Seasonal Adjustment Factors.

Massachusetts Avenue falls within Group U3 – “Urban Other Principal Arterial.” Forest Street, Appleton Street, and Appleton Place fall within U5 – “Urban Major Collector.” Peirce Street, Ryder Street, Burton Street, Quinn Road, and Pine Court fall within U7 – “Urban Local Road.” The seasonal factors for counts within Group U3 for the month of February is 1.03, indicating that traffic volumes are 3% lower than average. For Groups U5 and U7, the seasonal factor for February is 1.00, indicating that it represents an average month. To present a conservative approach, we increased the counted volumes on all Massachusetts Avenue approaches by 3%, and we did not adjust the volumes on the approaches of all other roadways. Traffic volumes in Table 2 and Figure 3 reflect the seasonal adjustment. MassDOT's 2019 Weekday Seasonal Factors are included in Appendix B.

3.3 Parking Utilization Assessment

Site Utilization

As the Project will be eliminating most of the parking lot behind Workbar, the Proponent has agreed to provide enough garage parking to reserve 40 weekday spaces and 10 evening and weekend spaces for Workbar tenants. Therefore, Nitsch Engineering conducted a parking utilization assessment to determine the existing demand for Workbar tenants and determine if the agreed-upon allotted spaces would provide enough capacity. The parking lots allocated for Workbar and Mill building tenant parking were counted on Wednesday, January 29 from 6:00 PM to 8:00 PM, on Thursday, January 30 from 6:00 AM to 8:00 AM and from 12:00 PM to 2:00 PM, and on Saturday, February 1 from 9:00 AM to 11:00 AM. Standard methodology for determining parking generation is to use the Institute of Transportation Engineers' (ITE) *Parking Generation, 10th Edition*¹ (“the ITE method”). Per ITE these count periods represent the peak and off-peak hours for a typical residential development during the weekday; and the combined overlapping peak hours for an office and residential development on a Saturday.

The parking utilization assessment summary is shown in Table 3.

¹ *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2016, Washington, D.C.

Table 3 – Site Parking Utilization Assessment Summary

Day and Time		Occupied Spaces	Maximum Utilization %
Weekday Morning	6:00 AM - 6:30 AM	1	4%
	6:30 AM - 7:00 AM	1	
	7:00 AM - 7:30 AM	3	
	7:30 AM - 8:00 AM	3	
Weekday Midday	12:00 PM - 12:30 PM	43	68%
	12:30 PM - 1:00 PM	52	
	1:00 PM - 1:30 PM	47	
	1:30 PM - 2:00 PM	45	
Weekday Evening	6:00 PM - 6:30 PM	5	7%
	6:30 PM - 7:00 PM	3	
	7:00 PM - 7:30 PM	4	
	7:30 PM - 8:00 PM	4	
Saturday Mid-morning	9:00 AM - 9:30 AM	3	5%
	9:30 AM - 10:00 AM	4	
	10:00 AM - 10:30 AM	4	
	10:30 AM - 11:00 AM	4	

Table 3 shows that during the weekday, the maximum utilization rate for the Workbar and mill building tenants is lowest in the morning and highest in the midday period. During the weekday, the highest number of spaces occupied during midday was 52. As this number represents the occupancy for the combined uses, it is necessary to determine the portion that is allocated to just the Workbar tenants.

We used ITE Parking Land Use Code (LUC) 710 – “General Office Building.” For an office building (the mill building) comprising approximately 17,000 square feet, the ITE estimated number of occupied parking spaces for the peak midday would be 41. Based on the Town of Arlington 2015 Master Plan, the mode share for this location is 67% vehicles (detailed below in Section 7.2). Therefore, the Mill building is estimated to generate 28 occupied parking spaces at the peak midday period.

From this data, we can conclude that Workbar tenants occupied 24 parking spaces during the peak utilization period. Therefore, the 40 parking spaces for during the weekday and 10 spaces on Saturday that will be provided for Workbar should be enough.

Comparable Developments

In addition to the site utilization, Nitsch Engineering conducted parking utilization counts at three (3) nearby apartment complexes to determine the parking utilization at similar residential transit-oriented developments in Arlington to determine the future parking required at the site (described in Section 7.6). The following developments were counted:

- Brigham Square Apartments at 30 Mill Street on January 29, 2020 from 6:00 AM to 8:00 AM, on January 30, 2020 from 6:00 PM to 8:00 PM, and on February 1, 2020 from 9:00 AM to 11:00 AM;
- Arlington 360 at 4205 Symmes Circle on January 30, 2020 from 12:00 PM to 2:00 PM; and
- The Legacy at Arlington Center at 438 Massachusetts Avenue on February 1, 2020 from 9:00 AM to 2:00 PM.

Table 4 summarizes the parking count data at nearby apartment complexes.

Table 4 – Apartment Complex Parking Utilization Assessment Summary

	Location			Average
	The Legacy at Arlington Center	Brigham Square Apartments	Arlington 360	
Total parking spaces	155	153	284	
Number of Bedrooms	247	179	241	
Peak Parking Observed	83	99	182	
Peak Parking Utilization (spaces/bd)	0.34	0.55	0.76	0.55

To determine the future anticipated resident parking (described in Section 7.6) throughout the day, we calculated the average parking lot utilization reduction during the weekday midday and Saturday mid-morning periods which represent the peak Workbar utilization periods. This data will be used to determine if there will be a significant reduction in resident parking to accommodate the Workbar parking. Our calculations indicated there was an average 15% parking reduction during the weekday midday period and an average 2% reduction during the Saturday mid-morning period.

4 Safety Analysis

4.1 Historical Data

We researched the crash data within the study area for the three (3) most recent years available from the MassDOT records, 2017 to 2019. Table 5 summarizes the crash statistics for the seven study intersections.

Table 5 – Crash Statistics

Location	Number of Crashes			Severity				Manner of Collision				Incl. Ped/ Bike ⁱ	Percent During	
	Year	Total Crashes	Annual Average	PD ^a	PI ^b	NR ^c	F ^d	A ^e	RE ^f	HO ^g	Other ^h		Peak Hours ^k	Wet/Icy Conditions
Massachusetts Avenue and Appleton Street/ Appleton Place/ Commercial Driveway	2017	4	3.3	4				2	2				0%	50%
	2018	0												
	2019	6		5		1		3	3				33%	50%
	Total	10		9	0	1	0	5	5	0	0	0	20%	50%
Massachusetts Avenue and Forest Street/ Burton Street/ West Driveway	2017	2	3.3			2			2				0%	0%
	2018	0												
	2019	8		7	1			4	3		1		38%	38%
	Total	10		7	1	2	0	4	5	0	1	0	30%	30%
Massachusetts Avenue and Pine Court	2017	0	0.7											
	2018	2			2			2					100%	100%
	2019	0												
	Total	2		0	2	0	0	2	0	0	0	0	100%	100%
Massachusetts Avenue and Quinn Road	2017	0	0.0											
	2018	0												
	2019	0												
	Total	0		0	0	0	0	0	0	0	0	0	0%	0%
West Driveway and Quinn Access Road	2017	0	0.0											
	2018	0												
	2019	0												
	Total	0		0	0	0	0	0	0	0	0	0	0%	0%
Forest Street and Ryder Street/ Peirce Street	2017	4	4.0	4				2	2				0%	50%
	2018	2		2				2					0%	0%
	2019	6		5		1		3	3				33%	50%
	Total	12		11	0	1	0	7	5	0	0	0	17%	42%
Ryder Street and Ryder Street Driveway	2017	0	0.0											
	2018	0												
	2019	0												
	Total	0		0	0	0	0	0	0	0	0	0	0%	0%

^aProperty Damage Only; ^bPersonal Injury Only (non-Fatal Injury); ^cNot Reported; ^dFatality; ^eAngle; ^fRear-end; ^gHead-on; ^hSideswipe, opposite direction; sideswipe, same direction, single vehicle crash, rear-to-rear, not reported, unknown, etc.; ⁱIncludes pedestrian or cyclist; ^kOccurred between 7-9am or 4-6pm

A total of 34 crashes were reported within the study area from 2017 to 2019. There were no reported crashes at the intersections of Massachusetts Avenue and Quinn Road, Mirak Innovation Park West Driveway and Quinn Access Road, and Ryder Street and Mirak Innovation Park Ryder Street Driveway during the study period. In terms of severity, three (3) crashes in the study area reported personal injury, and there were no crashes with fatalities. Angle crashes were the most frequent type of crash with a total of 18 crashes, and of the remaining crashes, 15 were rear-end and one (1) was a single vehicle crash. No crashes involving pedestrians or bicycles were reported. Twenty-six percent of all crashes in the study area occurred during peak hours, and 44% of all crashes occurred under wet/icy conditions.

Crash rates for intersections are expressed by the number of crashes per million entering vehicles (MEV). Table 6 compares the crash rates for the study intersections with the Statewide and District 4 averages. The intersection crash rate calculations are included in Appendix C.

Table 6 – Crash Rate Summary

Location	Facility Type	Number of Crashes ^a	Crash Rate ^b	Average Rates ^{b,c}		Comparison to Average Rates	
				District 4	Statewide	District 4	Statewide
Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway	Unsignalized Intersection	10	0.60	0.57	0.57	Slightly Above	Slightly Above
Massachusetts Avenue and Forest Street/Burton Street/West Driveway	Unsignalized Intersection	10	0.54	0.57	0.57	Slightly Below	Slightly Below
Massachusetts Avenue and Pine Court	Unsignalized Intersection	2	0.14	0.57	0.57	Below	Below
Massachusetts Avenue and Quinn Road	Unsignalized Intersection	0	0.00	0.57	0.57	Below	Below
West Driveway and Quinn Access Road	Unsignalized Intersection	0	0.00	0.57	0.57	Below	Below
Forest Street and Ryder Street/Peirce Street	Unsignalized Intersection	12	1.59	0.57	0.57	Above	Above
Ryder Street and Ryder Street Driveway	Unsignalized Intersection	0	0.00	0.57	0.57	Below	Below
^a Based on 3-year crash history from MassDOT, 2014-2016 ^b Intersections: Crashes per million entering vehicles (MEV), ^c Based on latest MassDOT crash data queried June 2018							

Crash rates at four (4) of the study intersections are all well below the District 4 and Statewide averages. The crash rates for the intersection of Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway and the intersection of Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway are comparable to the District 4 and Statewide averages, the former being slightly above those averages and the latter being slightly below. The crash rate at the intersection of Forest Street and Ryder Street/Peirce Street is nearly three (3) times the District 4 and Statewide averages.



4.2 2020 Crashes

As historical data is only available through 2019, crashes in 2020 were not captured in the Safety Analysis. However, it is important to note that in May 2020, a fatal collision involving a bicyclist occurred at the intersection of Massachusetts Avenue and Appleton Street/Appleton Place and in June 2020, a non-fatal vehicle crash occurred at the intersection of Massachusetts Avenue and Forest Street/Burton Street/West Driveway. While the details of the crashes were not available at the time of this study, it is evident that these locations experience serious safety issues related to bicyclist and motorist conflicts. Intersection geometry, limited on-street bicycle facilities, flashing traffic signal equipment, congestion, and other inhibiting factors could all contribute to the safety issues at these intersections. While the Project is not expected to increase the safety concerns at the study intersections, it is recommended that the Town conduct a further traffic study or Road Safety Audit to determine the appropriate measures to reduce the number of crashes in the Project vicinity.

5 Signal Warrant Analysis


We conducted traffic signal warrant analyses for the two (2) unsignalized driveways for Mirak Innovation Park along Massachusetts Avenue to determine whether signalization might be justified. We used the 2020 ATR volumes for Massachusetts Avenue, Forest Street, Burton Street, Mirak Mill Ryder Street Driveway, and Quinn Road to analyze the intersections of Massachusetts Avenue at Forest Street/Burton Street/Mirak Mill Ryder Street Driveway and Massachusetts Avenue at Quinn Road (Mirak Innovation Park East Driveway).

The current MUTCD contains nine (9) traffic signal warrants, at least one of which should be satisfied to justify the installation of a traffic signal at a location. Satisfying one or more warrants, however, does not necessarily require the installation of a traffic signal. The traffic signal warrants are:

- Warrant 1: Eight-Hour Vehicular Volume;
- Warrant 2: Four-Hour Vehicular Volume;
- Warrant 3: Peak Hour;
- Warrant 4: Pedestrian Volume;
- Warrant 5: School Crossing;
- Warrant 6: Coordinated Signal System;
- Warrant 7: Crash Experience;
- Warrant 8: Roadway Network; and
- Warrant 9: Intersection Near a Grade Crossing.

We conducted the signal warrant analysis using the procedures contained in the MUTCD. Not all warrants are applicable to all intersections, and data availability may limit which warrants can be evaluated. For this analysis, we evaluated three warrants: eight-hour vehicular volume, four-hour vehicular volume, and peak hour volume.

Based on our analysis of existing conditions, the intersection of Massachusetts Avenue at Quinn Street did not meet any of the warrants. However, the intersection of Massachusetts Avenue at Forest Street/Burton Street/ West Driveway met all three (3) evaluated warrants. As shown in our Capacity Analysis in Section 8.5, the proposed project does not significantly degrade intersection operations that would warrant the proponent to install a new traffic signal. The Project Team has learned that the Select Board has approved the creation of a design review committee to study both short-term and long-term improvements at the intersection of Appleton Street/Appleton Place and Massachusetts Avenue.



Appendix D includes the signal warrant analysis worksheets.

6 Future No-Build Traffic Conditions

Nitsch Engineering used the 2020 existing traffic volumes as the baseline for projecting traffic volumes to future 2025 No-Build conditions. To determine future 2025 conditions, the following steps are included:

- Project existing 2020 traffic volumes five (5) years in the future to the horizon year (2025) using an annual background traffic growth factor to account for regional growth;
- Add traffic volumes associated with any planned developments that may impact the study area;
- Include any planned roadway improvements that may affect traffic volumes; and
- Analyze the study area location to determine future traffic operations.

6.1 Background Growth

We reviewed the Town of Arlington's 2015 Master Plan to determine an appropriate growth rate to apply to the 2020 existing traffic volumes. As noted in Table 2.1 in Chapter 2 of the Master Plan, the expected growth from 2020 to 2030 is 3.3%, which equates to an annual 0.33% background growth rate. Understanding that development is increasing in the Greater Boston Area, we selected a conservative rate of 2.0% per year to represent regional background growth of traffic in this area. We applied this growth rate over the 5-year design period for the turning movement data.

6.2 Additional Development and Planned Roadway Development

Nitsch Engineering contacted the Town of Arlington Planning Board to establish any planned developments that will potentially add traffic to the study area who indicated that there are no planned developments or roadway projects in the vicinity that would affect our development.

However, in collaboration with the Project team we learned that a 50-unit hotel with ancillary restaurant space will be developed in the vicinity of the Project at 1207 – 1211 Massachusetts Avenue. According to the Traffic Impact Study developed by BSC Group, Inc dated June 2020, the hotel is anticipated to generate an approximate net increase of 18 trips during the weekday morning peak hour and 23 trips during the weekday evening peak hour. For the purposes of the Project Traffic Impact Report, the conservative 2% background growth rate applied to the existing traffic volumes is sufficient to capture the anticipated hotel traffic volume.

6.3 2025 No-Build Traffic Volumes

We developed the 2025 No-Build volumes by the applying annual growth rate for five (5) years to the 2020 Existing traffic volumes at the study intersections. Figure 5 presents the peak hour traffic volumes for 2025 No-Build conditions.

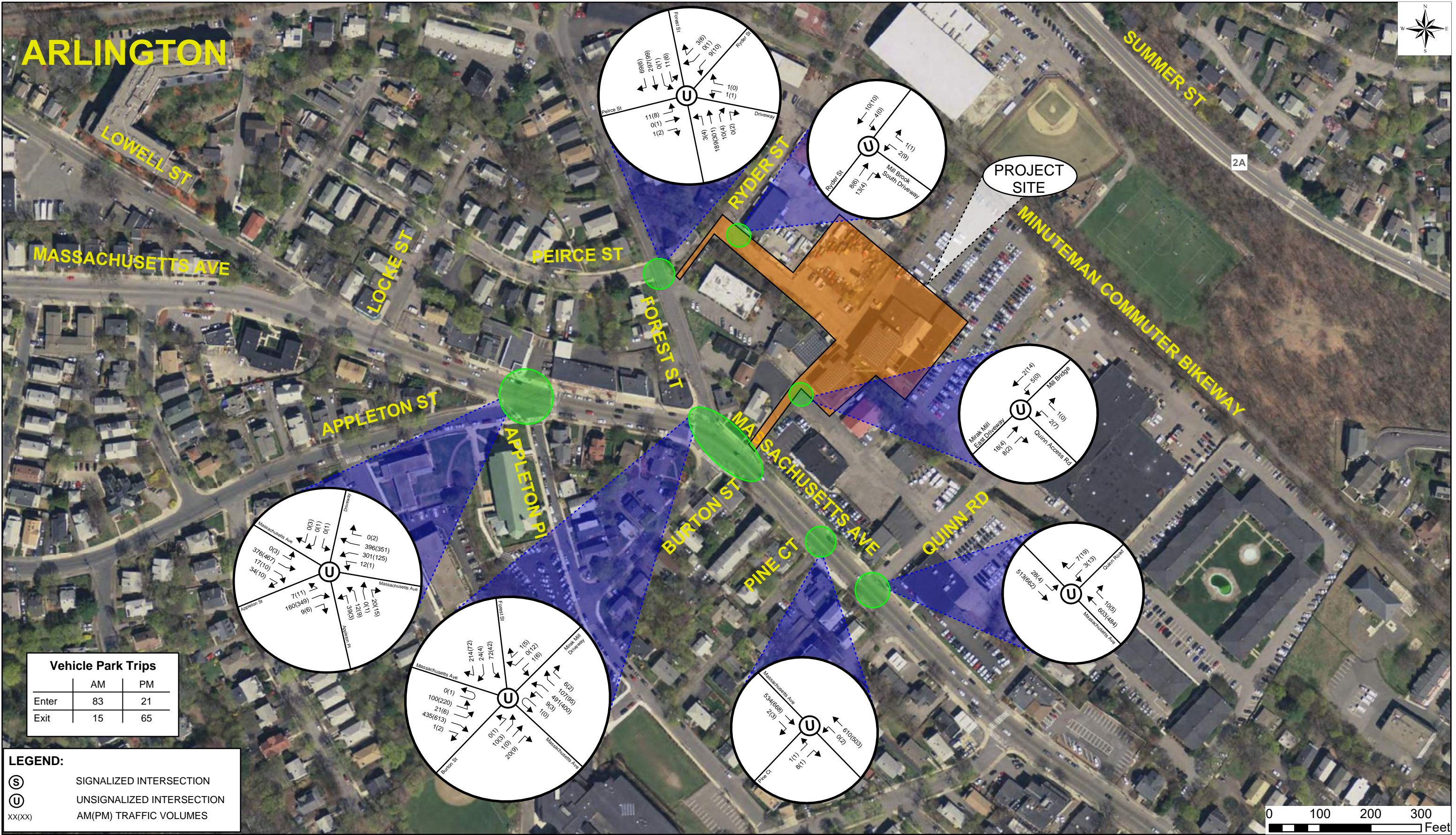


Figure 5: 2025 No-Build Peak Hour Volumes
1165R Mass Ave Apartments
Arlington, MA
Data Source: MassGIS
Nitsch Project #13990.



7 Proposed Future Conditions

7.1 Proposed 1165R Mass Ave Apartments Site

The proponent proposes to demolish the 3-story building east of Workbar and the 1-story annex building to the north of Mill Brook to develop two (2) new buildings and renovate two (2) existing buildings. The Project will consist of three (3) apartment buildings with 130 dwelling units and one (1) building for amenity space.

Vehicle Access and Circulation

To provide an efficient site circulation and limit the impacts to the abutters, wayfinding signage will be placed at the egress approach to the West Driveway (at the Quinn Access Road) and at the ingress approach to the Ryder Street Driveway. The wayfinding signage will indicate that tenants will have ingress-only provided at the West Driveway and egress-only at the Ryder Street Driveway. However, access at the West Driveway will remain ingress and egress for the two abutters, the Mirak Hyundai car dealership and the Robert Annese Law Office. Similarly, access at the Ryder Street Driveway will remain ingress and egress for all abutters. Access via Quinn Road and the Quinn Access Road will remain two-way for all users. To accommodate two-way traffic and pedestrian traffic from Massachusetts Avenue to the north of Mill Brook, the bridge will have to be reconstructed to include two (2) 10.5-foot travel lanes and a minimum 4-foot wide sidewalk.

Parking

Parking will be provided via 14 spaces in the basement-level garage of Building 2 south of Mill Brook, 110 spaces in the two-level garage of Building 4 north of Mill Brook, and surface parking with twelve (12) spaces, totaling 136 proposed parking spaces. Access to the two-level garage will be provided via a two-way driveway on the south side of the building, and access to the basement-level garage will be provided via a two-way driveway on the east side of the reconstructed southeast building. An agreement has been established to allow Workbar tenants to occupy 40 parking spaces during the weekday business hours and 10 parking spaces at night and on the weekends.

Pedestrian and Bicycle Accommodations

Pedestrian and bicycle accommodations and safety are paramount for a successful development in an urban area. The site has been designed to provide a raised pedestrian sidewalk with guardrail along the south side of the Ryder Street Driveway to separate the vehicular traffic from pedestrian traffic and provide sidewalk access to Ryder Street, Forest Street, and Massachusetts Avenue. In addition, the main pedestrian entrance to the building complex is separated from the main parking garage entrance and exit to reduce potential conflicts. The proposed raised sidewalk on the new bridge will also provide a safe pedestrian connection over the Mill Brook.

As the site is adjacent to the Minuteman Commuter Bikeway and shared bicycle lanes on Massachusetts Avenue, it is important that the development provide the adequate bicycle accommodations to support the use of bicycles for residents. The development will provide interior bicycle parking for 100 bicycles with repair and maintenance stations. Commuter access to the Minuteman Commuter Bikeway will be provided via Ryder Street, and local bicycle access to Massachusetts Avenue will be provided over the bridge and via Ryder Street.

Figure 6 presents the proposed site access for vehicles, pedestrians, and bicycles.

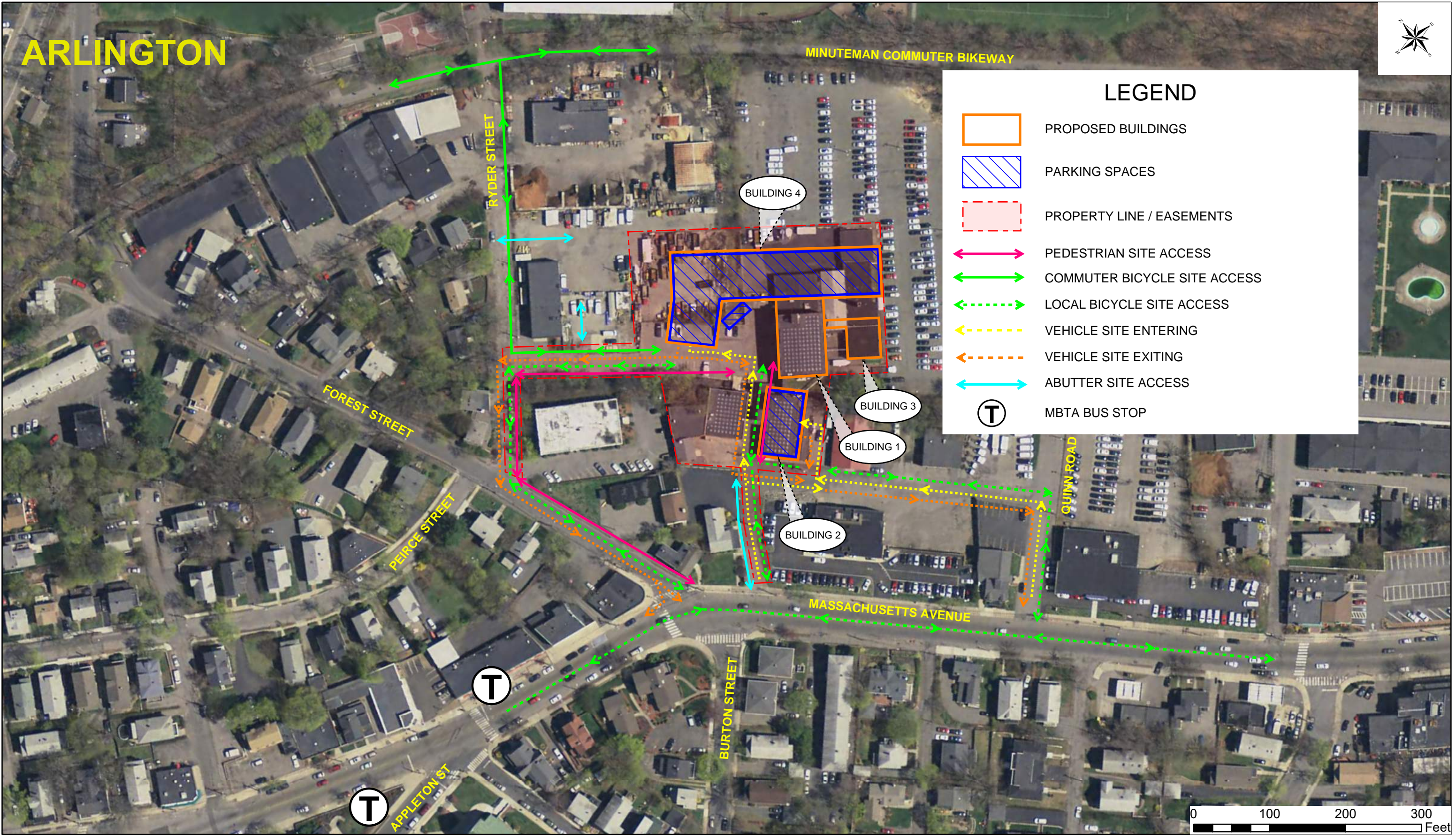


Figure 6: Site Access Diagram

1165R Mass Ave Apartments

Arlington, MA

Data Source: MassGIS

Nitsch Project #13990.

7.2 Trip Generation

As the existing Mill building will be eliminated, and replaced with the apartment complex, a trip generation credit must be applied to accurately determine the traffic impacts. Therefore, we calculated the trip generation for the existing use and the proposed use to obtain the net trip generation. Standard methodology for determining trip generation of a site is to use the ITE *Trip Generation, 10th Edition*² (“the ITE method”). For the existing Mill building we used Land Use Code (LUC) 710 – “General Office Building.” For the new apartment complex, we used LUC 221 – “Multifamily Housing (Mid-Rise)”, which includes apartments, townhouses, and condominiums located within the same building with at least three (3) other dwelling units and between three (3) and 10 levels (floors) of residence. Table 7 represents the total unadjusted peak hour trip generation.

Table 7 – Peak Hour Trip Generation

Period	Direction	ITE Office Trips (17,000 SF)	ITE Housing Trips (130 units)	Net Project Trips
Weekday Morning	Enter	21	9	-12
	Exit	4	38	34
	Total	25	47	22
Weekday Evening	Enter	4	46	42
	Exit	22	22	0
	Total	26	68	42

Table 7 shows that the weekday morning entering trips generated from the proposed development are less than the trips generated from the existing land use, resulting in a net negative projected trip number. To accurately represent the overall trip generation for the Innovation Park, it is acceptable to apply the negative number.

Mode Share

Based on the Town of Arlington 2015 Master Plan, in 2010, two-thirds of Arlington commuters worked in Boston or Cambridge, and approximately 70% of the workforce used cars, which was down from 75% in 2000. However, bicycle use nearly doubled to 2% from 2000 to 2010. With the heavy traffic and the high cost of owning a car, urban areas recently have been seeing a significant drop in automobile uses and an increase in use of public transit, bicycling, and walking. For this site in particular, with its close proximity to the Minuteman Commuter Bikeway and the MBTA Bus Route 79, which both have direct connections to Alewife Station, it is expected that the number of bicyclists and public transit users would be higher than average for the Town of Arlington, resulting in a lower number of vehicle (car) trips. For this assessment, we adjusted mode share and applied it to the net trip generation, as shown in Table 8.

² *Trip Generation*, Institute of Transportation Engineers, 10th Edition, 2016, Washington, D.C.

Table 8 – Mode Share for 1165R Mass Ave Apartments (Net Trip Generation)

Mode	2010 Distribution	Site Distribution	Weekday Morning			Weekday Evening		
			Enter	Exit	Total	Enter	Exit	Total
CAR	72%	67%	-8	23	15	28	0	28
TRANSIT	17%	19%	-2	6	4	8	0	8
BICYCLE	2%	5%	-1	2	1	2	0	2
WALK	3%	3%	0	1	1	1	0	1
TAXI	1%	1%	0	0	0	0	0	0
WORK FROM HOME	5%	5%	-1	2	1	2	0	2
Total	100%	100%	-12	34	22	42	0	42

To obtain the projected traffic volume that will be added to the roadway network, the appropriate vehicle occupancy rates should be applied to car-person trips shown in Table 8. However, as the net number of car trips are low, a vehicle occupancy rate of 1.0 persons per car was used to provide a conservative analysis.

7.3 Trip Distribution

We based the additional peak-hour trips to/from the site using the existing directional distribution based on our traffic counts as shown in Table 9.

Table 9 – Trip Distribution

Direction and Roadway	Percentage
To/From East on Massachusetts Avenue	60%
To/From West on Massachusetts Avenue	25%
To/From Southwest on Appleton Street	15%
Total	100%
Source: Figure 3: 2020 Existing Peak Hour Volumes	

7.4 Trip Assignment

We assigned the new peak-hour trips to the study intersections by multiplying the quantity of new trips from Table 8 by the Trip Distribution percentages shown in Figure 7. The resultant new trip assignment volumes are shown in Figure 8.

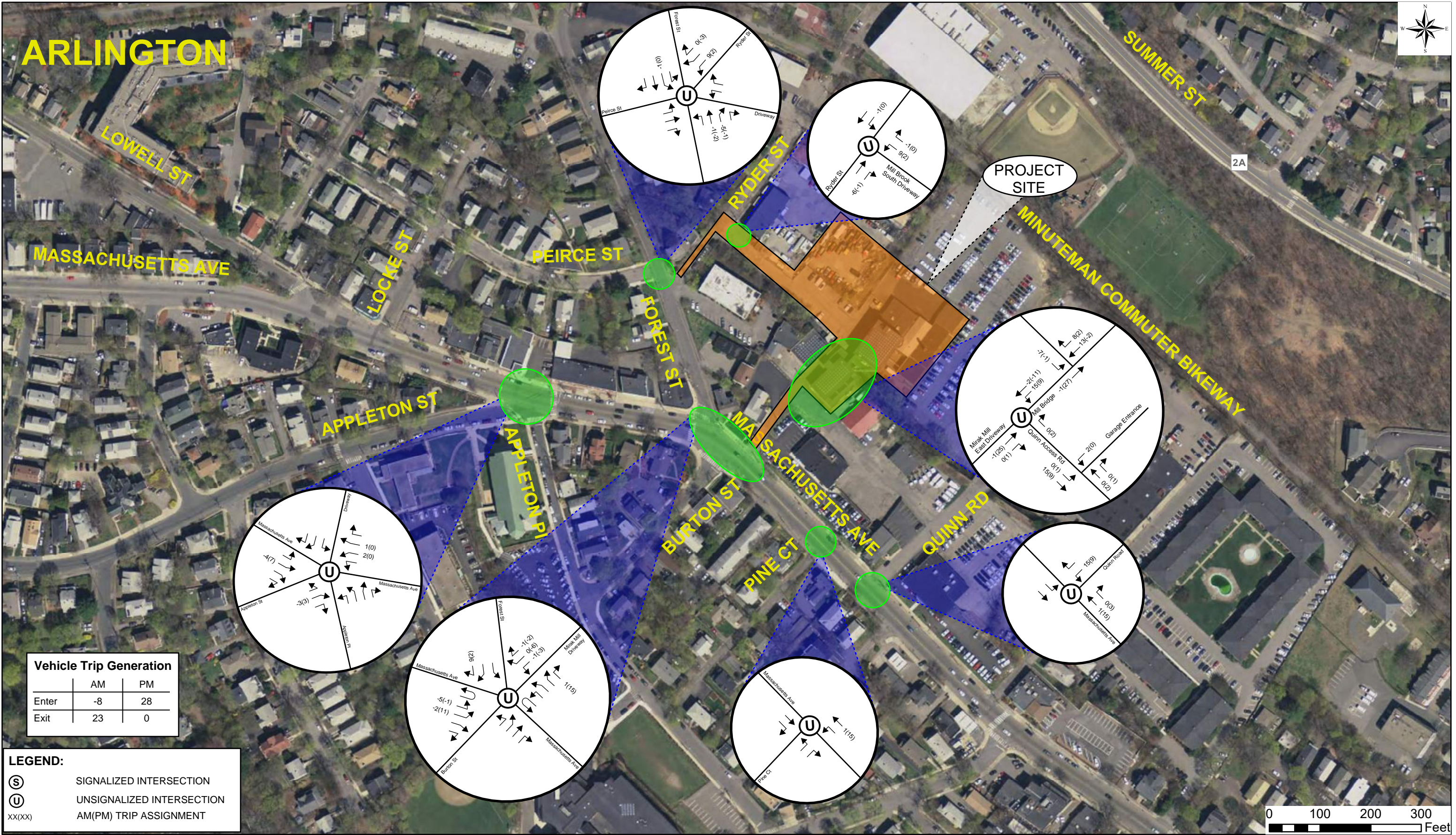


Figure 8: Net Trip Generation Assignment
 1165R Mass Ave Apartments
 Arlington, MA
 Data Source: MassGIS
 Nitsch Project #13990.

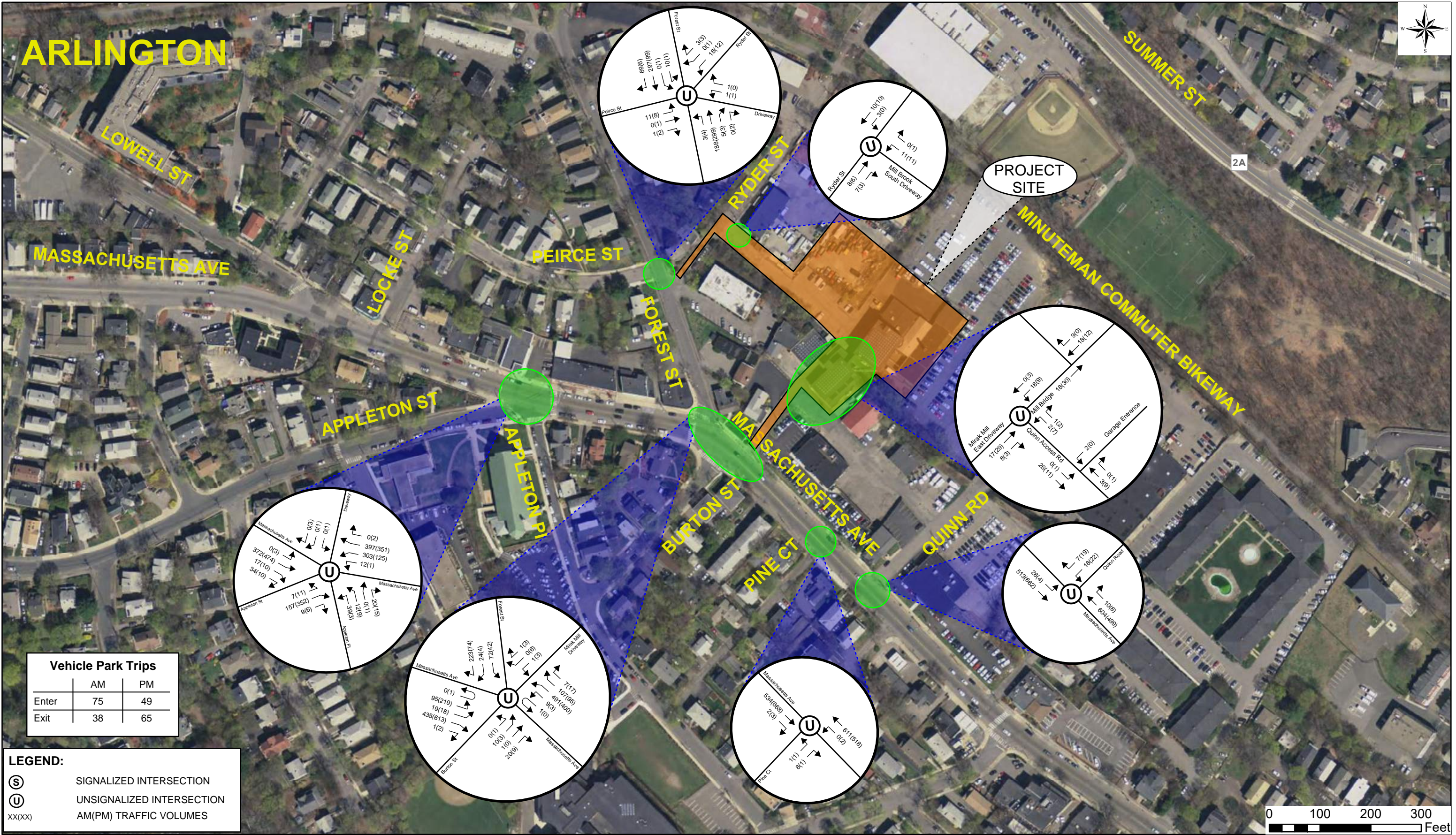
As noted in Section 7.1, vehicle circulation and access for the site will change with the use therefore changing the overall Mirak Innovation Park trip distribution. The overall Park trips at the driveways are compared in Table 10.

Table 10 – Driveway Volume Comparison

Driveway	Weekday Morning						Weekday Evening					
	2020 Existing			2025 Build			2020 Existing			2025 Build		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
West Driveway	28	2	30	27	2	29	8	23	31	34	12	46
Quinn Road	38	10	48	38	25	63	9	32	41	12	41	53
Ryder Street Driveway	17	3	20	10	11	21	4	10	14	3	12	15
Total	83	15	98	75	38	113	21	65	86	49	65	114

7.5 2025 Build Traffic Volumes

We added the Trip Assignment volumes from Figure 8 to 2025 No-Build conditions traffic volumes from Figure 5 to yield the 2025 Build conditions peak-hour traffic volumes, which are shown in Figure 9.



7.6 Parking Generation

To determine the required amount of parking needed for the proposed development, we compared the parking rates from the Town of Arlington Zoning Board of Appeals (ZBA), the Town of Arlington Master Plan³, the ITE *Parking General Manual*, 5th Edition, and the parking utilization study. For the ITE rates, we used Land Use Code 221 “Multifamily Housing (Mid-Rise).” Given the proposed apartment mix, it was determined the best means to calculate parking would be to use the number of bedrooms as the independent variable. From the data we collected from comparable developments in the Town, we found that peak parking utilization in the area is 0.55 spaces per bedroom (See Table 4 – Section 3.3). The parking rate comparisons are shown in Table 11 below.

Table 11 – Parking Requirement Comparisons

Type	# of Units	# of Bed	ZBA		Master Plan		ITE		Study	
			Rate/unit	# of spaces	Rate/unit	# of spaces	Rate/bed	# of spaces	Rate/bed	# of spaces
Studio	31	31	1	31	1.5	47	0.75	23	0.55	17
1-Bedroom	55	55	1.15	63	1.5	82	0.75	41	0.55	30
2-Bedroom	31	62	1.5	47	1.5	47	0.75	47	0.55	34
3-Bedroom	13	39	2	26	1.5	19	0.75	29	0.55	21
Total	130	187		167		195		140		103

Given that the most accurate means of estimating parking rates is from a comparable development study, we found that 103 spaces would be necessary to accommodate the 187 bedrooms. As noted in Section 3.3, the parking lots experience an average of 15% utilization reduction during weekday midday period and 2% utilization reduction during the Saturday mid-morning period. Based on these numbers and existing Workbar and Mill building parking data as described in Section 3.3, we calculated the parking spaces required for the proposed development. A summary of the future parking generation is shown in Table 12.

Table 12 – Future Parking Generation

Items		Quantity	
1	Number of proposed bedrooms	187 bedrooms	
2	Required apartment spaces (based on 0.55 spaces/bedroom)	103 spaces	
		Weekday Midday	Saturday Mid-morning
3	Anticipated occupied apartment spaces (based on study utilization)	87 spaces (85%)	101 spaces (98%)
4	Calculated required Workbar spaces (from Section 3.3)	24 spaces	1 space
5	Contracted required Workbar spaces	40 spaces	10 spaces
6	Total calculated required net spaces (rows 3 + 4)	111 spaces	102 spaces
7	Total contract required spaces net spaces (rows 3 + 5)	127 spaces	111 spaces

As shown, the anticipated number of parking spaces based on our site utilization assessment of comparable developments and the required number of spaces for the Workbar, the 136 parking spaces proposed will be enough to accommodate the demand.

³ The Town of Arlington Master Plan calculations for mode share are based on data from 2000 – 2010.



7.7 Construction Management Outline

During construction of the development, no long-term detours or lane closures at any of the study intersections or study roadways is anticipated.

During construction, pedestrian accessibility should be maintained. If necessary, temporary crosswalks and ramps should be provided. All pedestrian accommodations should adhere to Massachusetts Architectural Access Board (MAAB) and Americans with Disabilities Act (ADA) guidelines.

8 Traffic Operations Analysis

8.1 Evaluation Criteria

Traffic operations at intersections are evaluated using the performance measures of average vehicular delay, level of service (LOS), volume-to-capacity (v/c) ratio, and average and 95th percentile queue lengths.

LOS is a qualitative measure that describes operating conditions through letter designations, from A to F. It is defined for intersections in terms of average control delay per vehicle. LOS A indicates the most favorable condition, with minimum traffic delay. LOS F represents the worst condition where there is significant traffic delay. LOS D or better is typically considered desirable for peak-hour operation in urban and suburban settings. The delay designations for each LOS level differ slightly between signalized and unsignalized intersections due to driver expectations and behavior. Table 13 summarizes the LOS criteria for intersections as used in this analysis.

Table 13 – Intersection Level of Service Criteria

Level of Service	Average Control Delay (sec/veh)	
	Signalized	Unsignalized
A	0-10	0-10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50
Source: HCM 2000		

For signalized intersections, LOS is reported by lane group, by approach, and for the entire intersection. For unsignalized intersections, the analysis assumes that the traffic on the mainline is not affected by traffic on the side street. As such, an unsignalized intersection's LOS is generally reported for left turns on the mainline and all side street movements, and an overall intersection LOS is not determined.

The v/c ratio is a measure of congestion at an intersection approach. The capacity of a facility is the maximum hourly rate at which persons or vehicles reasonably can be expected to traverse a point or a uniform section of a lane or roadway under prevailing roadway, traffic, and control conditions. A v/c ratio below one indicates that the intersection approach has adequate capacity to serve the arriving traffic demand. A v/c ratio that approaches or exceeds 1.0 indicates traffic congestion or poor operating conditions. In that situation, vehicles arrive faster than they can be served, so queue lengths can theoretically grow indefinitely, which is the unstable condition.

Since arrival volumes fluctuate throughout the peak hour, queue lengths vary. The average (50th percentile) queue length represents the maximum back of queue on a typical cycle for a signalized intersection. Average queue lengths are not reported for unsignalized intersections. The 95th percentile queue, reported for both signalized and unsignalized intersections, occurs with 95th percentile traffic volumes, and its length commonly denotes the farthest extent of the vehicle queue.



8.2 Capacity Analyses

We performed capacity analyses for the study intersections under 2020 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions during the weekday morning and evening peak hours using Trafficware's Synchro 10 software. Synchro uses, in part, the traffic operational analysis methodology of the Transportation Research Board's *Highway Capacity Manual* (HCM).⁴ We generated the results of the capacity analyses using Synchro's Percentile Delay Method for delay, v/c ratio, and queue lengths, supported by HCM 2000 methodology for unsignalized intersection analysis.

Synchro software has limitations preventing modeling of five-legged complex unsignalized intersections such as the intersection of Massachusetts Avenue at Appleton Street, Appleton Place, and the commercial driveway and the intersection of Massachusetts Avenue at Forest Street, Burton Street, and the Mirak Innovation Park West Driveway. As such, each of these intersections has been split into two nodes for the purposes of this analysis. We have recombined the delay output from the two nodes to present the average delay and LOS for entire movements through both nodes of the intersections. While the results of this method may not accurately represent the vehicle queuing, the intersection delay and operations represent the field observations.

Based on the HCM, the critical gap timing, which is crucial in determining the Percentile Delay Method, is related to speed. During the peak hour, it was observed that speeds were significantly lower than the posted speed limit due to heavy density, therefore the peak hour critical gaps along Massachusetts Avenue are less than the off-peak hours. As such, the critical gap timing input data for this Synchro capacity analysis has been calibrated to accurately represent the peak hour traffic conditions.

The Synchro output sheets for the capacity analyses are included in Appendix E.

8.2.1 2020 Existing Conditions Capacity Analysis

The first analysis evaluated traffic operations with 2020 existing traffic volumes under existing geometric conditions and signal timing/phasing. We derived peak hour factors (PHFs) and heavy vehicle percentages from the TMC data. We applied PHFs on an approach-by-approach basis, and we applied heavy vehicle percentages by lane group. Table 14 summarizes the capacity analysis results for the 2020 Existing conditions.


⁴ *Highway Capacity Manual 2000 (HCM 2000)*, Transportation Research Board, Washington, D.C., 2000.

Table 14 – Capacity Analysis Summary: 2020 Existing Conditions

Location	Direction / Movement ^a	Weekday Morning Peak Hour				Weekday Evening Peak Hour			
		v/c Ratio	Delay ^b	LOS	95th Queue ^c	v/c Ratio	Delay ^b	LOS	95th Queue ^c
Massachusetts Avenue and Appleton Street/ Appleton Place/ Commercial Driveway*	Mass Ave EB - LTRR	0.00	0.1	A	0	0.00	0.1	A	0
	Mass Ave WB - LLTR	0.40	9.4	A	49	0.12	3.5	A	10
	Appleton PI NB - LLTR	0.28	22.8	C	28	0.04	24.1	C	3
	Driveway SB - LLRR	0.01	47.5	E	1	0.07	35.3	E	6
	Appleton St NEB - LLRR	0.50	43.7	E	66	0.40	29.0	D	49
Massachusetts Avenue and Forest Street/ Burton Street/ West Driveway*	Mass Ave EB - LLTR	0.12	3.7	A	10	0.22	5.0	A	21
	Mass Ave WB - LTRR	0.38	0.3	A	0	0.30	0.1	A	0
	Burton St NB - LLTR	0.16	16.2	C	14	0.06	17.2	C	5
	Forest St SB - LLRR	0.88	57.3	F	214	0.40	23.2	C	47
	West Dwy SWB - LTRR	0.02	13.8	B	1	0.06	12.0	B	5
Massachusetts Avenue and Pine Court	Mass Ave EB - TR	0.34	0.0	A	0	0.39	0.0	A	0
	Mass Ave WB - LT	0.00	0.0	A	0	0.00	0.1	A	0
	Pine Ct NB - LR	0.03	11.3	B	2	0.01	13.1	B	1
Massachusetts Avenue and Quinn Road	Mass Ave EB - TL	0.04	1.0	A	3	0.00	0.1	A	0
	Mass Ave WB - TR	0.37	0.0	A	0	0.29	0.0	A	0
	Quinn Rd SB - LR	0.03	12.8	B	3	0.13	13.3	B	11
West Driveway and Quinn Access Road	West Dr WB - LR	0.00	8.8	A	0	0.02	8.8	A	2
	Quinn Access Rd NB - TR	0.03	0.0	A	0	0.01	0.0	A	0
	Quinn Access Rd SB - LT	0.01	5.3	A	1	0.00	0.0	A	0
Forest Street and Ryder Street/Peirce Street	Peirce St EB - LTR	0.05	14.5	B	4	0.02	11.6	B	2
	Ryder St WB - LTR	0.04	14.0	B	3	0.04	11.6	B	3
	Forest St NB - LTR	0.00	0.2	A	0	0.00	0.1	A	0
	Forest St SB - LTR	0.01	0.3	A	1	0.00	0.4	A	0
Ryder Street and Ryder Street Driveway	Ryder St Dwy WB - LR	0.01	9.2	A	1	0.02	8.7	A	1
	Ryder St NB - TR	0.02	0.0	A	0	0.01	0.0	A	0
	Ryder St SB - LT	0.00	2.3	A	0	0.00	0.0	A	0

^a Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound;
NEB = Northeast-bound, NWB = Northwest-bound, SEB = Southeast-bound, SWB = Southwest-bound
Movement: L = Left-turn, T = Through movement, R = Right-turn, LL = Hard Left + Bear Left, RR = Bear Right + Hard Right
^b Average vehicle delay (seconds)
^c 95th percentile queue length in feet, based upon average vehicle length of 25 feet
95th percentile volume exceeds capacity; queue may be longer; queue shown is maximum after two cycles
* Delay and LOS are based on recombination of data from two nodes of a single intersection, v/c ratios and 95th percentile queues based on Synchro output for initial approach

As shown from Table 14, most approaches to the intersections are expected to operate at LOS A or B during both peak hours, with operational deficiencies (lane groups operating at LOS E or F) at only two (2) intersections:

- 
- Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway; and
 - Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway.

At the intersection of Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway, the stop-controlled Appleton Street approach operates at LOS E during the weekday morning peak hour and LOS D during the weekday evening peak hour. The southbound driveway operates at LOS E during both peak hours due to Synchro limitations, but with driveway volumes less than five (5) vehicles per hour, the approach is not as operationally deficient as the results represent. All other movements operate at LOS D or better in both peak hours.

At the intersection of Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway, the stop-controlled Forest Street southbound approach operates at LOS F during the weekday morning peak hour and LOS C during the evening peak hour. Although the critical gap for the southbound approach was adjusted to represent the field condition more accurately, Synchro limitations still represent a delay significantly higher than what was observed during the morning peak hour. All other movements operate at LOS D or better in both peak hours.

8.2.2 2020 No-Build Conditions Capacity Analysis

Under future No-Build conditions, we kept lane geometry and traffic control the same as existing. For all intersections, we applied the 2025 No-Build traffic volumes with the same heavy vehicle percentages and PHFs as existing. Table 15 summarizes the analysis results for 2025 No-Build conditions.

Table 15 – Capacity Analysis Summary: 2025 No-Build Conditions

Location	Direction / Movement ^a	Weekday Morning Peak Hour				Weekday Evening Peak Hour			
		v/c Ratio	Delay ^b	LOS	95th Queue ^c	v/c Ratio	Delay ^b	LOS	95th Queue ^c
Massachusetts Avenue and Appleton Street/ Appleton Place/ Commercial Driveway*	Mass Ave EB - LTRR	0.00	0.1	A	0	0.00	0.1	A	0
	Mass Ave WB - LLTR	0.46	11.0	B	62	0.14	3.8	A	12
	Appleton PI NB - LLTR	0.32	25.8	D	34	0.04	28.0	D	3
	Driveway SB - LLRR	0.01	59.0	F	1	0.04	22.4	C	3
	Appleton St NEB - LLRR	0.59	54.3	F	91	0.45	33.9	D	60
Massachusetts Avenue and Forest Street/ Burton Street/ West Driveway*	Mass Ave EB - LLTR	0.14	4.2	A	12	0.25	5.8	A	25
	Mass Ave WB - LTRR	0.42	0.3	A	0	0.01	0.1	A	1
	Burton St NB - LLTR	0.20	18.3	C	19	0.08	19.0	C	6
	Forest St SB - LLRR	1.11	120.5	F	344	0.52	31.2	D	70
	West Dwy SWB - LTRR	0.03	17.8	C	2	0.08	12.8	B	7
Massachusetts Avenue and Pine Court	Mass Ave EB - TR	0.37	0.0	A	0	0.43	0.0	A	0
	Mass Ave WB - LT	0.00	0.0	A	0	0.00	0.1	A	0
	Pine Ct NB - LR	0.03	11.7	B	3	0.01	14.0	B	1
Massachusetts Avenue and Quinn Road	Mass Ave EB - TL	0.04	1.0	A	3	0.01	0.1	A	0
	Mass Ave WB - TR	0.41	0.0	A	0	0.32	0.0	A	0
	Quinn Rd SB - LR	0.04	13.6	B	3	0.15	14.2	B	12
West Driveway and Quinn Access Road	West Dr WB - LR	0.00	8.8	A	0	0.02	8.7	A	1
	Quinn Access Rd NB - TR	0.03	0.0	A	0	0.01	0.0	A	0
	Quinn Access Rd SB - LT	0.01	5.3	A	1	0.00	0.0	A	0
Forest Street and Ryder Street/Peirce Street	Peirce St EB - LTR	0.06	15.5	C	5	0.03	12.2	B	2
	Ryder St WB - LTR	0.04	15.0	B	4	0.05	12.1	B	4
	Forest St NB - LTR	0.00	0.2	A	0	0.00	0.1	A	0
	Forest St SB - LTR	0.01	0.3	A	1	0.01	0.5	A	0
Ryder Street and Ryder Street Driveway	Ryder St Dwy WB - LR	0.01	9.2	A	1	0.02	8.8	A	1
	Ryder St NB - TR	0.02	0.0	A	0	0.01	0.0	A	0
	Ryder St SB - LT	0.00	2.2	A	0	0.00	0.0	A	0
^a Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound; NEB = Northeast-bound, NWB = Northwest-bound, SEB = Southeast-bound, SWB = Southwest-bound Movement: L = Left-turn, T = Through movement, R = Right-turn, LL = Hard Left + Bear Left, RR = Bear Right + Hard Right ^b Average vehicle delay (seconds) ^c 95th percentile queue length in feet, based upon average vehicle length of 25 feet # 95th percentile volume exceeds capacity; queue may be longer; queue shown is maximum after two cycles * Delay and LOS are based on recombination of data from two nodes of a single intersection, v/c ratios and 95th percentile queues based on Synchro output for initial approach									

Under 2025 No-Build traffic conditions, most of the intersection operations are expected to remain the same as under 2020 Existing conditions with only two significant changes in approach delays and levels of service.



At the intersection of Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway, the Appleton Street approach and the southbound driveway approach are both expected to decline during the weekday morning peak hour from LOS E to LOS F. For the Appleton Street approach, the average delay increases by about 10 seconds from 43.7 seconds to 54.3 seconds. During the weekday evening peak hour, the southbound driveway approach improves from LOS E to LOS C. All other approaches remain at LOS D or better, with slight increases in average delays and v/c ratios due to the increased traffic volumes.

8.2.3 2025 Build Conditions Capacity Analysis

We performed capacity analyses for the proposed build conditions that account for the change in site use from the existing office building to the proposed apartment complex. Under these future 2025 Build conditions, we kept lane geometry and traffic control the same at all study intersections.


Table 16 summarizes the analysis results for the 2025 Build conditions.

Table 16 – Capacity Analysis Summary: 2025 Build Conditions

Location	Direction / Movement ^a	Weekday Morning Peak Hour				Weekday Evening Peak Hour			
		v/c Ratio	Delay ^b	LOS	95th Queue ^c	v/c Ratio	Delay ^b	LOS	95th Queue ^c
Massachusetts Avenue and Appleton Street/ Appleton Place/ Commercial Driveway*	Mass Ave EB - LTRR	0.00	0.1	A	0	0.00	0.1	A	0
	Mass Ave WB - LLTR	0.46	11.0	B	62	0.14	3.8	A	12
	Appleton PI NB - LLTR	0.32	25.8	D	34	0.04	28.8	D	3
	Driveway SB - LLRR	0.01	58.5	F	1	0.04	23.1	C	3
	Appleton St NEB - LLRR	0.59	53.7	F	89	0.46	34.7	D	61
Massachusetts Avenue and Forest Street/ Burton Street/ West Driveway*	Mass Ave EB - LLTR	0.13	4.0	A	12	0.25	6.1	A	25
	Mass Ave WB - LTRR	0.42	0.3	A	0	0.34	0.1	A	0
	Burton St NB - LLTR	0.20	18.1	C	18	0.08	19.4	C	6
	Forest St SB - LLRR	1.12	121.6	F	354	0.53	31.6	D	72
	West Dwy SWB - LTRR	0.03	17.8	C	2	0.08	13.0	B	7
Massachusetts Avenue and Pine Court	Mass Ave EB - TR	0.37	0.0	A	0	0.43	0.0	A	0
	Mass Ave WB - LT	0.00	0.0	A	0	0.00	0.1	A	0
	Pine Ct NB - LR	0.03	11.7	B	3	0.01	14.1	B	1
Massachusetts Avenue and Quinn Road	Mass Ave EB - TL	0.04	1.0	A	3	0.01	0.1	A	0
	Mass Ave WB - TR	0.41	0.0	A	0	0.33	0.0	A	0
	Quinn Rd SB - LR	0.09	13.8	B	7	0.17	16.0	C	19
West Driveway and Quinn Access Road	West Dr WB - LR	0.00	9.1	A	0	0.02	9.0	A	1
	Quinn Access Rd NB - TR	0.02	0.0	A	0	0.03	0.0	A	0
	Quinn Access Rd SB - LT	0.03	7.6	A	3	0.01	5.5	A	1
Forest Street and Ryder Street/Peirce Street	Peirce St EB - LTR	0.06	15.4	C	5	0.02	12.1	B	2
	Ryder St WB - LTR	0.08	16.0	C	7	0.05	12.4	B	4
	Forest St NB - LTR	0.00	0.2	A	0	0.00	0.1	A	0
	Forest St SB - LTR	0.01	0.3	A	1	0.01	0.5	A	0
Ryder Street and Ryder Street Driveway	Ryder St Dwy WB - LR	0.03	9.4	A	3	0.02	8.8	A	2
	Ryder St NB - TR	0.01	0.0	A	0	0.01	0.1	A	0
	Ryder St SB - LT	0.00	1.9	A	0	0.01	0.0	A	0

^a Direction: NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound;
NEB = Northeast-bound, NWB = Northwest-bound, SEB = Southeast-bound, SWB = Southwest-bound
Movement: L = Left-turn, T = Through movement, R = Right-turn, LL = Hard Left + Bear Left, RR = Bear Right + Hard Right
^b Average vehicle delay (seconds)
^c 95th percentile queue length in feet, based upon average vehicle length of 25 feet
95th percentile volume exceeds capacity; queue may be longer; queue shown is maximum after two cycles
* Delay and LOS are based on recombination of data from two nodes of a single intersection, v/c ratios and 95th percentile queues based on Synchro output for initial approach

Under Build conditions, most of the intersections are expected to operate the same as under No-Build conditions with few minor changes.



At the intersection of Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway, the Appleton Street and southbound driveway approaches are expected to remain at LOS F during the weekday morning peak hour. However, they both experience a slight decrease in average delay of less than a second. All other movements are expected to remain at LOS D or better.

At the intersection of Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway, the Forest Street approach is expected to remain at LOS F during the weekday morning peak hour with delay increased by 1.1 seconds. All other movements are expected to remain at LOS D or better.

9 Transportation Demand Management

The Proponent is committed to implementing Transportation Demand Management (TDM) measures to minimize automobile usage and Project-related traffic impacts. TDM will be facilitated by the nature of the Project, which does not generate significant peak hour trips, and its proximity to numerous public transit alternatives and bicycle facilities.

On-site management will keep a supply of transit information (schedules, maps, and fare information) to be made available to the residents of the development. The Proponent will work with the Town to develop a TDM program appropriate to the Project and consistent with its level of impact.

The Proponent is prepared to take advantage of good transit and bicycle access in marketing the site to future residents by working with them to implement the following TDM measures to encourage the use of non-vehicular modes of travel.

The TDM measures for the Project may include, but are not limited to, the following:

- **Orientation Packets:** The Proponent will provide orientation packets to new residents and tenants containing information on site access and circulation; and available transportation choices, including transit routes/schedules and nearby vehicle sharing locations and bicycle facilities. On-site management will work with residents and tenants as they move in to help facilitate transportation for new arrivals.
- **Bicycle Accommodation:** The Proponent will provide interior and exterior bicycle storage in secure, sheltered areas for residents, as well as repair and maintenance stations. Subject to necessary approvals, public-use bicycle racks for visitors will be placed near building entrances and must adhere to the Town of Arlington's regulations.
- **Electric Vehicle Charging:** The Proponent will explore the feasibility of providing electric vehicle charging stations within the garages.
- **Shared-Car Services:** The Proponent will explore the feasibility of providing a shared car service (e.g., Zip Car) on-site to help reduce the need for residents to own a vehicle.
- **Transportation Coordinator:** The Proponent will designate a transportation coordinator to oversee transportation issues including parking, service and loading, and deliveries and will work with residents as they move in to raise awareness of public transportation, bicycling, and walking opportunities.
- **Project Web Site:** The web site will include transportation-related information for residents, workers, and visitors.
- **Transportation Monitoring Program:** The Proponent will implement a transportation monitoring program that will periodically monitor the TDM program through a Town of Arlington survey. The building TDM program shall be revised as necessary to update the elements as new trip reduction measures become available and/or certain programs become obsolete or ineffective.



10 Conclusions

Nitsch Engineering has prepared this Traffic Impact Report (TIR) for the Project in Arlington Massachusetts. We studied seven (7) unsignalized intersections to establish the impact the removal of the existing Mirak Mill office building and the construction of a 130-unit apartment complex would have on intersection traffic operations.

The crash data over the last three years available from MassDOT indicate that the intersection of Forest Street at Ryder Street/Peirce Street has a crash rate nearly three (3) times the average District 4 and Statewide crash rates. The intersection of Massachusetts Avenue and Appleton Street/Appleton Place/Commercial Driveway and the intersection of Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway are comparable to the District 4 and Statewide averages. The other study intersections all have crash rates well below those averages.

The traffic signal warrant analysis indicates that a traffic signal may be justified under current traffic conditions at the unsignalized intersection of Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway, based on the Eight-Hour Vehicular Volume, Four-Hour Vehicular Volume, and Peak Hour warrants. However, as this is an existing condition upon which the project will have minimal effect, it does not require that the Proponent install a new traffic signal.

For future conditions, we projected some of the existing traffic volumes within the study area over a 5-year period to the horizon year 2025 using an annual growth rate of 2.0%, based on expected regional growth.

We estimated the net quantity of vehicle trips the proposed apartment complex would generate based on Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition* criteria. We applied an appropriate travel mode share based on the Town of Arlington 2015 Master Plan, calibrated for proximity to the Minuteman Commuter Bikeway and the MBTA bus stop, and we distributed the additional vehicle trips to the roadway network using existing travel patterns and site access modifications.

We performed a vehicle capacity analysis to compare the weekday morning and evening peak hours of the 2020 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions for each of the seven (7) study intersections. Under existing conditions, our analysis indicates operational deficiencies at the following two (2) intersections:

- Massachusetts Avenue at Appleton Street/Appleton Place/Commercial Driveway; and
- Massachusetts Avenue and Forest Street/Burton Street/Mirak Innovation Park West Driveway.

Traffic operations are calculated to degrade from the 2020 Existing to 2025 No-Build conditions at some of the stop-controlled approaches to these intersections. However, the change in traffic operations from 2025 No-Build to 2025 Build conditions are so minor that they are considered negligible by current engineering standards. Therefore, as our analysis indicates that there is not a significant degradation in delay as a result of the Project, we do not recommend any additional changes to the roadway network.



Traffic Impact Report *Appendix*

1165R Mass Ave Apartments
1165R Massachusetts Avenue
Arlington, MA

July 6, 2020

Prepared for:

1165R Mass MA Property LLC
c/o Spaulding & Slye Investments
One Post Office Square, 28th Floor
Boston, MA 02109

Submitted by:

Nitsch Engineering
2 Center Plaza, Suite 430
Boston, MA 02108

Nitsch Engineering Project #13990.



Appendix A: Traffic Count Data



Location Map: 207450 Arlington, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client: Nitsch Engineering	Engineer: B. Zimolka	Site Code: TBD	Date: Tues 2/4-Wed 2/5/20	PDI Job # 207450	City, State: Arlington, MA
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Massachusetts Avenue
west of Pine Court
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 ATR A

Count Date: Tuesday, February 4, 2020
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	5	2	0	7
12:15 AM	6	1	0	7
12:30 AM	0	2	2	4
12:45 AM	4	2	0	6
1:00 AM	1	1	0	2
1:15 AM	4	0	0	4
1:30 AM	0	0	0	0
1:45 AM	1	1	0	2
2:00 AM	1	0	0	1
2:15 AM	2	0	0	2
2:30 AM	0	0	0	0
2:45 AM	1	1	0	2
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	2	0	0	2
3:45 AM	3	1	1	5
4:00 AM	1	0	0	1
4:15 AM	3	0	1	4
4:30 AM	9	1	0	10
4:45 AM	4	1	0	5
5:00 AM	17	1	0	18
5:15 AM	16	3	0	19
5:30 AM	15	1	0	16
5:45 AM	17	5	0	22
6:00 AM	30	2	0	32
6:15 AM	55	3	2	60
6:30 AM	82	4	2	88
6:45 AM	102	6	0	108
7:00 AM	101	11	2	114
7:15 AM	110	4	2	116
7:30 AM	110	11	1	122
7:45 AM	131	10	1	142
8:00 AM	102	7	0	109
8:15 AM	99	9	1	109
8:30 AM	116	6	0	122
8:45 AM	113	7	0	120
9:00 AM	90	8	0	98
9:15 AM	116	5	0	121
9:30 AM	87	6	1	94
9:45 AM	106	5	0	111
10:00 AM	89	8	0	97
10:15 AM	73	5	1	79
10:30 AM	108	14	1	123
10:45 AM	90	8	0	98
11:00 AM	84	4	0	88
11:15 AM	97	9	0	106
11:30 AM	85	7	0	92
11:45 AM	89	6	1	96

AM Total	2377	188	19	2584
Percentage	91.99%	7.28%	0.74%	
AM Peak	7:15 AM	7:30 AM	6:15 AM	7:00 AM
Volume	453	37	6	494

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	119	6	0	125
12:15 PM	111	6	0	117
12:30 PM	135	6	0	141
12:45 PM	45	6	0	51
1:00 PM	1	1	0	2
1:15 PM	2	0	0	2
1:30 PM	1	4	0	5
1:45 PM	0	2	0	2
2:00 PM	0	2	0	2
2:15 PM	0	3	0	3
2:30 PM	15	5	0	20
2:45 PM	105	4	0	109
3:00 PM	114	2	1	117
3:15 PM	133	2	0	135
3:30 PM	123	6	0	129
3:45 PM	125	2	1	128
4:00 PM	124	4	0	128
4:15 PM	118	3	0	121
4:30 PM	128	1	1	130
4:45 PM	144	3	0	147
5:00 PM	124	3	0	127
5:15 PM	148	3	0	151
5:30 PM	160	2	0	162
5:45 PM	143	2	0	145
6:00 PM	131	3	0	134
6:15 PM	133	2	0	135
6:30 PM	138	1	0	139
6:45 PM	115	4	0	119
7:00 PM	100	4	0	104
7:15 PM	84	1	0	85
7:30 PM	75	3	0	78
7:45 PM	61	1	0	62
8:00 PM	66	4	0	70
8:15 PM	52	1	0	53
8:30 PM	59	2	0	61
8:45 PM	44	4	0	48
9:00 PM	44	3	0	47
9:15 PM	40	4	0	44
9:30 PM	30	3	0	33
9:45 PM	24	0	0	24
10:00 PM	23	4	0	27
10:15 PM	26	2	0	28
10:30 PM	20	1	0	21
10:45 PM	14	2	0	16
11:00 PM	9	2	0	11
11:15 PM	14	1	0	15
11:30 PM	6	3	0	9
11:45 PM	6	2	0	8

PM Total	3432	135	3	3570
Percentage	96.13%	3.78%	0.08%	
PM Peak	5:15 PM	12:00 PM	3:00 PM	5:15 PM
Volume	582	24	2	592

Day Total	5809	323	22	6154
Percentage	94.39%	5.25%	0.36%	

Massachusetts Avenue
west of Pine Court
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 ATR A

Count Date: Wednesday, February 5, 2020
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	2	0	2
12:15 AM	7	1	0	8
12:30 AM	2	2	0	4
12:45 AM	3	2	0	5
1:00 AM	2	1	0	3
1:15 AM	2	0	0	2
1:30 AM	0	0	0	0
1:45 AM	1	0	0	1
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	1	0	0	1
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	2	2	0	4
3:45 AM	1	0	1	2
4:00 AM	2	0	0	2
4:15 AM	7	0	0	7
4:30 AM	13	1	0	14
4:45 AM	2	1	0	3
5:00 AM	9	3	0	12
5:15 AM	16	2	1	19
5:30 AM	14	1	0	15
5:45 AM	16	3	0	19
6:00 AM	19	3	0	22
6:15 AM	55	2	0	57
6:30 AM	73	6	0	79
6:45 AM	96	18	0	114
7:00 AM	111	9	1	121
7:15 AM	114	5	0	119
7:30 AM	113	4	0	117
7:45 AM	113	4	1	118
8:00 AM	98	5	1	104
8:15 AM	130	4	0	134
8:30 AM	128	4	1	133
8:45 AM	104	6	1	111
9:00 AM	109	2	0	111
9:15 AM	116	8	1	125
9:30 AM	102	6	0	108
9:45 AM	101	8	0	109
10:00 AM	99	5	2	106
10:15 AM	71	7	0	78
10:30 AM	102	5	0	107
10:45 AM	99	4	0	103
11:00 AM	77	5	0	82
11:15 AM	106	3	0	109
11:30 AM	121	4	0	125
11:45 AM	103	5	0	108

AM Total	2464	153	10	2627
Percentage	93.80%	5.82%	0.38%	
AM Peak	8:15 AM	6:30 AM	7:45 AM	7:45 AM
Volume	471	38	3	489

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	107	5	0	112
12:15 PM	123	5	1	129
12:30 PM	128	5	0	133
12:45 PM	116	5	0	121
1:00 PM	102	7	0	109
1:15 PM	103	6	1	110
1:30 PM	100	9	0	109
1:45 PM	106	4	0	110
2:00 PM	90	6	0	96
2:15 PM	103	7	0	110
2:30 PM	95	5	0	100
2:45 PM	103	7	0	110
3:00 PM	128	7	0	135
3:15 PM	134	8	0	142
3:30 PM	106	7	0	113
3:45 PM	118	5	0	123
4:00 PM	119	9	2	130
4:15 PM	129	6	0	135
4:30 PM	129	6	0	135
4:45 PM	124	2	0	126
5:00 PM	150	3	0	153
5:15 PM	123	2	0	125
5:30 PM	155	2	0	157
5:45 PM	148	2	0	150
6:00 PM	146	4	0	150
6:15 PM	126	5	0	131
6:30 PM	111	3	0	114
6:45 PM	113	7	0	120
7:00 PM	93	3	0	96
7:15 PM	99	1	0	100
7:30 PM	71	5	0	76
7:45 PM	56	2	0	58
8:00 PM	73	4	0	77
8:15 PM	60	3	0	63
8:30 PM	65	1	0	66
8:45 PM	53	4	0	57
9:00 PM	48	2	0	50
9:15 PM	33	2	0	35
9:30 PM	22	4	0	26
9:45 PM	24	1	0	25
10:00 PM	18	4	0	22
10:15 PM	24	1	0	25
10:30 PM	13	0	0	13
10:45 PM	17	4	0	21
11:00 PM	10	2	0	12
11:15 PM	5	1	0	6
11:30 PM	8	3	0	11
11:45 PM	3	1	1	5

PM Total	4130	197	5	4332
Percentage	95.34%	4.55%	0.12%	
PM Peak	5:00 PM	2:45 PM	3:15 PM	5:30 PM
Volume	576	29	2	588

Day Total	6594	350	15	6959
Percentage	94.75%	5.03%	0.22%	

Massachusetts Avenue
west of Pine Court
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 ATR A

Count Date: Tuesday, February 4, 2020
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	6	2	0	8
12:15 AM	7	1	0	8
12:30 AM	3	1	0	4
12:45 AM	2	2	0	4
1:00 AM	2	1	0	3
1:15 AM	0	0	1	1
1:30 AM	0	2	0	2
1:45 AM	0	0	0	0
2:00 AM	2	0	0	2
2:15 AM	0	0	0	0
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	1	0	1	2
3:45 AM	1	0	0	1
4:00 AM	1	0	0	1
4:15 AM	3	0	0	3
4:30 AM	7	1	0	8
4:45 AM	9	0	0	9
5:00 AM	10	4	0	14
5:15 AM	17	3	0	20
5:30 AM	22	1	1	24
5:45 AM	28	3	0	31
6:00 AM	29	1	0	30
6:15 AM	32	5	3	40
6:30 AM	38	1	0	39
6:45 AM	69	6	0	75
7:00 AM	85	11	0	96
7:15 AM	74	7	0	81
7:30 AM	130	7	0	137
7:45 AM	139	5	1	145
8:00 AM	145	7	0	152
8:15 AM	100	3	1	104
8:30 AM	97	9	0	106
8:45 AM	124	7	1	132
9:00 AM	95	8	0	103
9:15 AM	78	8	1	87
9:30 AM	91	3	0	94
9:45 AM	98	10	1	109
10:00 AM	88	3	1	92
10:15 AM	90	7	0	97
10:30 AM	75	4	0	79
10:45 AM	90	11	0	101
11:00 AM	93	10	1	104
11:15 AM	82	4	1	87
11:30 AM	107	3	0	110
11:45 AM	106	5	2	113

AM Total	2278	166	16	2460
Percentage	92.60%	6.75%	0.65%	
AM Peak	7:30 AM	8:30 AM	5:30 AM	7:30 AM
Volume	514	32	4	538

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	112	6	1	119
12:15 PM	106	5	0	111
12:30 PM	103	7	0	110
12:45 PM	93	6	0	99
1:00 PM	4	2	1	7
1:15 PM	11	6	0	17
1:30 PM	8	2	1	11
1:45 PM	8	3	0	11
2:00 PM	6	3	1	10
2:15 PM	5	5	0	10
2:30 PM	20	1	0	21
2:45 PM	108	8	1	117
3:00 PM	116	4	0	120
3:15 PM	124	6	0	130
3:30 PM	97	3	0	100
3:45 PM	116	5	0	121
4:00 PM	117	3	0	120
4:15 PM	96	2	0	98
4:30 PM	109	3	0	112
4:45 PM	112	2	0	114
5:00 PM	113	7	1	121
5:15 PM	98	1	0	99
5:30 PM	98	1	0	99
5:45 PM	122	3	0	125
6:00 PM	123	1	0	124
6:15 PM	84	3	0	87
6:30 PM	103	3	1	107
6:45 PM	84	4	0	88
7:00 PM	97	0	0	97
7:15 PM	77	2	0	79
7:30 PM	88	3	1	92
7:45 PM	75	0	0	75
8:00 PM	72	4	0	76
8:15 PM	56	1	0	57
8:30 PM	71	5	0	76
8:45 PM	43	2	0	45
9:00 PM	65	2	0	67
9:15 PM	42	3	0	45
9:30 PM	38	2	0	40
9:45 PM	27	2	0	29
10:00 PM	24	4	0	28
10:15 PM	20	1	0	21
10:30 PM	23	1	0	24
10:45 PM	16	1	0	17
11:00 PM	14	1	0	15
11:15 PM	7	2	0	9
11:30 PM	5	1	0	6
11:45 PM	7	2	0	9

PM Total	3163	144	8	3315
Percentage	95.41%	4.34%	0.24%	
PM Peak	3:15 PM	12:00 PM	12:45 PM	3:00 PM
Volume	454	24	2	471

Day Total	5441	310	24	5775
Percentage	94.22%	5.37%	0.42%	

Massachusetts Avenue
west of Pine Court
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File # 207450 ATR A

Count Date: Wednesday, February 5, 2020
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	4	2	0	6
12:15 AM	2	1	0	3
12:30 AM	2	2	1	5
12:45 AM	1	1	0	2
1:00 AM	4	1	0	5
1:15 AM	2	0	0	2
1:30 AM	1	0	0	1
1:45 AM	2	1	0	3
2:00 AM	0	0	0	0
2:15 AM	1	0	0	1
2:30 AM	1	0	0	1
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	2	0	0	2
3:30 AM	1	0	0	1
3:45 AM	0	0	0	0
4:00 AM	2	0	0	2
4:15 AM	1	0	0	1
4:30 AM	6	1	0	7
4:45 AM	7	1	1	9
5:00 AM	10	3	0	13
5:15 AM	12	1	0	13
5:30 AM	23	1	0	24
5:45 AM	20	2	0	22
6:00 AM	23	4	1	28
6:15 AM	34	5	1	40
6:30 AM	35	3	0	38
6:45 AM	67	11	1	79
7:00 AM	78	3	0	81
7:15 AM	90	7	1	98
7:30 AM	129	5	0	134
7:45 AM	148	5	0	153
8:00 AM	143	1	1	145
8:15 AM	110	5	1	116
8:30 AM	122	4	1	127
8:45 AM	106	5	0	111
9:00 AM	104	12	0	116
9:15 AM	80	12	1	93
9:30 AM	90	7	2	99
9:45 AM	97	8	1	106
10:00 AM	97	2	0	99
10:15 AM	82	7	0	89
10:30 AM	87	3	0	90
10:45 AM	89	4	0	93
11:00 AM	84	8	1	93
11:15 AM	91	5	0	96
11:30 AM	99	4	0	103
11:45 AM	105	5	0	110

AM Total	2295	152	14	2461
Percentage	93.25%	6.18%	0.57%	
AM Peak	7:30 AM	9:00 AM	9:00 AM	7:30 AM
Volume	530	39	4	548

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	99	8	0	107
12:15 PM	125	5	1	131
12:30 PM	100	4	1	105
12:45 PM	109	9	0	118
1:00 PM	105	4	0	109
1:15 PM	106	5	0	111
1:30 PM	113	10	0	123
1:45 PM	95	5	0	100
2:00 PM	113	5	0	118
2:15 PM	103	10	0	113
2:30 PM	141	2	0	143
2:45 PM	130	7	0	137
3:00 PM	129	12	0	141
3:15 PM	113	6	2	121
3:30 PM	126	6	0	132
3:45 PM	106	8	0	114
4:00 PM	119	1	0	120
4:15 PM	123	5	0	128
4:30 PM	98	5	1	104
4:45 PM	113	1	0	114
5:00 PM	126	5	0	131
5:15 PM	126	2	0	128
5:30 PM	113	4	0	117
5:45 PM	111	3	0	114
6:00 PM	114	2	0	116
6:15 PM	87	6	0	93
6:30 PM	92	7	0	99
6:45 PM	92	4	0	96
7:00 PM	82	2	0	84
7:15 PM	84	2	0	86
7:30 PM	62	5	0	67
7:45 PM	51	1	0	52
8:00 PM	70	3	0	73
8:15 PM	69	3	0	72
8:30 PM	72	2	1	75
8:45 PM	55	2	0	57
9:00 PM	59	2	0	61
9:15 PM	44	4	0	48
9:30 PM	28	1	0	29
9:45 PM	26	3	0	29
10:00 PM	23	2	0	25
10:15 PM	22	1	0	23
10:30 PM	12	1	0	13
10:45 PM	26	2	0	28
11:00 PM	11	1	0	12
11:15 PM	7	2	0	9
11:30 PM	3	2	0	5
11:45 PM	7	2	0	9

PM Total	3940	194	6	4140
Percentage	95.17%	4.69%	0.14%	
PM Peak	2:30 PM	3:00 PM	12:00 PM	2:30 PM
Volume	513	32	2	542

Day Total	6235	346	20	6601
Percentage	94.46%	5.24%	0.30%	



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	7	125	2	112	0	0	0	0	0	0	0	0	0	0	5	119
12:15	7	117	8	129	0	0	0	0	0	0	0	0	0	0	8	123
12:30	4	141	4	133	0	0	0	0	0	0	0	0	0	0	4	137
12:45	6	51	5	121	0	0	0	0	0	0	0	0	0	0	6	86
1:00	2	2	3	109	0	0	0	0	0	0	0	0	0	0	3	56
1:15	4	2	2	110	0	0	0	0	0	0	0	0	0	0	3	56
1:30	0	5	0	109	0	0	0	0	0	0	0	0	0	0	0	57
1:45	2	2	1	110	0	0	0	0	0	0	0	0	0	0	2	56
2:00	1	2	1	96	0	0	0	0	0	0	0	0	0	0	1	49
2:15	2	3	1	110	0	0	0	0	0	0	0	0	0	0	2	57
2:30	0	20	1	100	0	0	0	0	0	0	0	0	0	0	1	60
2:45	2	109	1	110	0	0	0	0	0	0	0	0	0	0	2	110
3:00	0	117	1	135	0	0	0	0	0	0	0	0	0	0	1	126
3:15	0	135	0	142	0	0	0	0	0	0	0	0	0	0	0	139
3:30	2	129	4	113	0	0	0	0	0	0	0	0	0	0	3	121
3:45	5	128	2	123	0	0	0	0	0	0	0	0	0	0	4	126
4:00	1	128	2	130	0	0	0	0	0	0	0	0	0	0	2	129
4:15	4	121	7	135	0	0	0	0	0	0	0	0	0	0	6	128
4:30	10	130	14	135	0	0	0	0	0	0	0	0	0	0	12	133
4:45	5	147	3	126	0	0	0	0	0	0	0	0	0	0	4	137
5:00	18	127	12	153	0	0	0	0	0	0	0	0	0	0	15	140
5:15	19	151	19	125	0	0	0	0	0	0	0	0	0	0	19	138
5:30	16	162	15	157	0	0	0	0	0	0	0	0	0	0	16	160
5:45	22	145	19	150	0	0	0	0	0	0	0	0	0	0	21	148
6:00	32	134	22	150	0	0	0	0	0	0	0	0	0	0	27	142
6:15	60	135	57	131	0	0	0	0	0	0	0	0	0	0	59	133
6:30	88	139	79	114	0	0	0	0	0	0	0	0	0	0	84	127
6:45	108	119	114	120	0	0	0	0	0	0	0	0	0	0	111	120
7:00	114	104	121	96	0	0	0	0	0	0	0	0	0	0	118	100
7:15	116	85	119	100	0	0	0	0	0	0	0	0	0	0	118	93
7:30	122	78	117	76	0	0	0	0	0	0	0	0	0	0	120	77
7:45	142	62	118	58	0	0	0	0	0	0	0	0	0	0	130	60
8:00	109	70	104	77	0	0	0	0	0	0	0	0	0	0	107	74
8:15	109	53	134	63	0	0	0	0	0	0	0	0	0	0	122	58
8:30	122	61	133	66	0	0	0	0	0	0	0	0	0	0	128	64
8:45	120	48	111	57	0	0	0	0	0	0	0	0	0	0	116	53
9:00	98	47	111	50	0	0	0	0	0	0	0	0	0	0	105	49
9:15	121	44	125	35	0	0	0	0	0	0	0	0	0	0	123	40
9:30	94	33	108	26	0	0	0	0	0	0	0	0	0	0	101	30
9:45	111	24	109	25	0	0	0	0	0	0	0	0	0	0	110	25
10:00	97	27	106	22	0	0	0	0	0	0	0	0	0	0	102	25
10:15	79	28	78	25	0	0	0	0	0	0	0	0	0	0	79	27
10:30	123	21	107	13	0	0	0	0	0	0	0	0	0	0	115	17
10:45	98	16	103	21	0	0	0	0	0	0	0	0	0	0	101	19
11:00	88	11	82	12	0	0	0	0	0	0	0	0	0	0	85	12
11:15	106	15	109	6	0	0	0	0	0	0	0	0	0	0	108	11
11:30	92	9	125	11	0	0	0	0	0	0	0	0	0	0	109	10
11:45	96	8	108	5	0	0	0	0	0	0	0	0	0	0	102	7
Total Day Total	2584	3570	2627	4332	0	0	0	0	0	0	0	0	0	0	2606	3951
	6154		6959		0		0		0		0		0		6557	
Peak HR	7:00 AM	5:15 PM	7:45 AM	5:30 PM												
Volume	494	592	489	588												



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Weekly Report

[illegible]

Mirak Mill West Driveway
North of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 B

Count Date: Tuesday, February 4, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	3	0	0	3
6:00 AM	6	0	0	6
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	2	0	0	2
7:15 AM	4	0	0	4
7:30 AM	5	0	0	5
7:45 AM	5	0	0	5
8:00 AM	6	0	0	6
8:15 AM	11	0	0	11
8:30 AM	5	0	0	5
8:45 AM	6	0	0	6
9:00 AM	12	0	0	12
9:15 AM	8	1	0	9
9:30 AM	5	1	0	6
9:45 AM	10	1	0	11
10:00 AM	5	0	0	5
10:15 AM	2	0	0	2
10:30 AM	7	0	0	7
10:45 AM	6	0	0	6
11:00 AM	5	0	0	5
11:15 AM	4	0	0	4
11:30 AM	4	0	0	4
11:45 AM	7	0	0	7

AM Total	132	3	0	135
Percentage	97.78%	2.22%	0.00%	
AM Peak	9:00 AM	9:00 AM	12:00 AM	9:00 AM
Volume	35	3	0	38

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	5	0	0	5
12:30 PM	3	1	0	4
12:45 PM	4	0	0	4
1:00 PM	6	1	1	8
1:15 PM	6	0	0	6
1:30 PM	6	0	0	6
1:45 PM	11	0	0	11
2:00 PM	3	0	0	3
2:15 PM	7	1	0	8
2:30 PM	4	1	0	5
2:45 PM	2	0	0	2
3:00 PM	3	0	0	3
3:15 PM	2	0	0	2
3:30 PM	1	0	0	1
3:45 PM	2	0	0	2
4:00 PM	2	0	0	2
4:15 PM	1	0	0	1
4:30 PM	3	0	0	3
4:45 PM	2	0	0	2
5:00 PM	4	0	0	4
5:15 PM	2	0	0	2
5:30 PM	1	0	0	1
5:45 PM	1	0	0	1
6:00 PM	2	0	0	2
6:15 PM	1	0	0	1
6:30 PM	4	0	0	4
6:45 PM	2	0	0	2
7:00 PM	2	0	0	2
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	1	0	0	1
8:45 PM	0	0	0	0
9:00 PM	3	0	0	3
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	2	0	0	2
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	105	4	1	110
Percentage	95.45%	3.64%	0.91%	
PM Peak	1:00 PM	12:15 PM	12:15 PM	1:00 PM
Volume	29	2	1	31

Day Total	237	7	1	245
Percentage	96.73%	2.86%	0.41%	

Mirak Mill West Driveway
North of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 B

Count Date: Wednesday, February 5, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	1	0	0	1
5:45 AM	5	0	0	5
6:00 AM	6	0	0	6
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	3	0	0	3
7:00 AM	4	0	0	4
7:15 AM	4	0	0	4
7:30 AM	1	0	0	1
7:45 AM	4	0	0	4
8:00 AM	8	0	0	8
8:15 AM	8	0	0	8
8:30 AM	8	1	0	9
8:45 AM	16	0	0	16
9:00 AM	15	0	0	15
9:15 AM	6	0	0	6
9:30 AM	8	0	0	8
9:45 AM	2	0	0	2
10:00 AM	3	2	0	5
10:15 AM	1	0	0	1
10:30 AM	2	0	0	2
10:45 AM	2	1	0	3
11:00 AM	5	0	0	5
11:15 AM	2	0	0	2
11:30 AM	7	0	0	7
11:45 AM	1	0	0	1

AM Total	123	4	0	127
Percentage	96.85%	3.15%	0.00%	
AM Peak	8:15 AM	10:00 AM	12:00 AM	8:15 AM
Volume	47	3	0	48

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	7	0	0	7
12:30 PM	7	1	0	8
12:45 PM	3	0	0	3
1:00 PM	9	0	0	9
1:15 PM	6	0	0	6
1:30 PM	5	0	0	5
1:45 PM	10	0	0	10
2:00 PM	3	0	0	3
2:15 PM	3	0	0	3
2:30 PM	2	0	0	2
2:45 PM	2	0	0	2
3:00 PM	6	0	0	6
3:15 PM	2	0	0	2
3:30 PM	7	0	0	7
3:45 PM	4	0	0	4
4:00 PM	5	0	0	5
4:15 PM	3	0	0	3
4:30 PM	2	0	0	2
4:45 PM	2	0	0	2
5:00 PM	0	0	0	0
5:15 PM	4	0	0	4
5:30 PM	3	0	0	3
5:45 PM	2	0	0	2
6:00 PM	1	0	0	1
6:15 PM	2	0	0	2
6:30 PM	1	0	0	1
6:45 PM	0	0	0	0
7:00 PM	2	0	0	2
7:15 PM	1	0	0	1
7:30 PM	2	0	0	2
7:45 PM	3	0	0	3
8:00 PM	1	0	0	1
8:15 PM	1	0	0	1
8:30 PM	1	0	0	1
8:45 PM	2	0	0	2
9:00 PM	0	0	0	0
9:15 PM	2	0	0	2
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	121	1	0	122
Percentage	99.18%	0.82%	0.00%	
PM Peak	1:00 PM	12:00 PM	12:00 PM	1:00 PM
Volume	30	1	0	30

Day Total	244	5	0	249
Percentage	97.99%	2.01%	0.00%	

Mirak Mill West Driveway
North of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 B

Count Date: Tuesday, February 4, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	0	0	0	0
6:15 AM	2	0	0	2
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	1	0	0	1
7:15 AM	1	0	0	1
7:30 AM	1	0	0	1
7:45 AM	2	0	0	2
8:00 AM	2	0	0	2
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	2	0	0	2
9:00 AM	1	0	0	1
9:15 AM	3	0	0	3
9:30 AM	2	1	0	3
9:45 AM	1	0	0	1
10:00 AM	1	0	0	1
10:15 AM	1	0	0	1
10:30 AM	2	1	0	3
10:45 AM	0	0	0	0
11:00 AM	6	0	0	6
11:15 AM	2	0	0	2
11:30 AM	3	1	0	4
11:45 AM	4	0	0	4

AM Total	40	3	0	43
Percentage	93.02%	6.98%	0.00%	
AM Peak	11:00 AM	8:45 AM	12:00 AM	11:00 AM
Volume	15	1	0	16

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	3	0	0	3
12:15 PM	5	0	0	5
12:30 PM	9	0	0	9
12:45 PM	7	0	0	7
1:00 PM	10	0	0	10
1:15 PM	2	0	0	2
1:30 PM	6	0	0	6
1:45 PM	5	0	0	5
2:00 PM	1	0	0	1
2:15 PM	8	0	0	8
2:30 PM	6	0	0	6
2:45 PM	3	0	0	3
3:00 PM	5	0	0	5
3:15 PM	5	0	0	5
3:30 PM	4	0	0	4
3:45 PM	9	0	0	9
4:00 PM	4	0	0	4
4:15 PM	3	0	0	3
4:30 PM	8	0	0	8
4:45 PM	8	0	0	8
5:00 PM	11	0	0	11
5:15 PM	2	0	0	2
5:30 PM	5	1	0	6
5:45 PM	5	0	0	5
6:00 PM	7	0	0	7
6:15 PM	3	0	0	3
6:30 PM	2	0	0	2
6:45 PM	8	0	0	8
7:00 PM	1	0	0	1
7:15 PM	3	0	0	3
7:30 PM	4	0	0	4
7:45 PM	2	0	0	2
8:00 PM	4	0	0	4
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	2	0	0	2
10:30 PM	0	0	0	0
10:45 PM	1	0	0	1
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	172	1	0	173
Percentage	99.42%	0.58%	0.00%	
PM Peak	12:15 PM	4:45 PM	12:00 PM	12:15 PM
Volume	31	1	0	31

Day Total	212	4	0	216
Percentage	98.15%	1.85%	0.00%	

Mirak Mill West Driveway
North of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 B

Count Date: Wednesday, February 5, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	2	0	0	2
6:15 AM	4	0	0	4
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	1	0	0	1
7:45 AM	1	0	0	1
8:00 AM	0	0	0	0
8:15 AM	3	0	0	3
8:30 AM	4	0	0	4
8:45 AM	1	0	0	1
9:00 AM	3	0	0	3
9:15 AM	2	0	0	2
9:30 AM	2	0	0	2
9:45 AM	1	0	0	1
10:00 AM	2	2	0	4
10:15 AM	1	0	0	1
10:30 AM	4	0	0	4
10:45 AM	1	0	0	1
11:00 AM	4	0	0	4
11:15 AM	4	0	0	4
11:30 AM	3	0	0	3
11:45 AM	3	0	0	3

AM Total	48	2	0	50
Percentage	96.00%	4.00%	0.00%	
AM Peak	11:00 AM	9:15 AM	12:00 AM	11:00 AM
Volume	14	2	0	14

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	0	5
12:15 PM	10	0	0	10
12:30 PM	4	1	0	5
12:45 PM	9	0	0	9
1:00 PM	6	0	0	6
1:15 PM	1	0	0	1
1:30 PM	2	0	0	2
1:45 PM	5	0	0	5
2:00 PM	4	0	0	4
2:15 PM	3	0	0	3
2:30 PM	4	0	0	4
2:45 PM	3	0	0	3
3:00 PM	7	0	0	7
3:15 PM	5	0	0	5
3:30 PM	4	0	0	4
3:45 PM	4	0	0	4
4:00 PM	7	0	0	7
4:15 PM	6	0	0	6
4:30 PM	13	0	0	13
4:45 PM	9	0	0	9
5:00 PM	3	0	0	3
5:15 PM	8	0	0	8
5:30 PM	8	0	0	8
5:45 PM	3	0	0	3
6:00 PM	10	0	0	10
6:15 PM	3	0	0	3
6:30 PM	1	0	0	1
6:45 PM	2	0	0	2
7:00 PM	1	0	0	1
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	1	0	0	1
8:00 PM	2	0	0	2
8:15 PM	3	0	0	3
8:30 PM	1	0	0	1
8:45 PM	1	0	0	1
9:00 PM	1	0	0	1
9:15 PM	0	0	0	0
9:30 PM	2	0	0	2
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	1	0	0	1
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	167	1	0	168
Percentage	99.40%	0.60%	0.00%	
PM Peak	4:00 PM	12:00 PM	12:00 PM	4:00 PM
Volume	35	1	0	35

Day Total	215	3	0	218
Percentage	98.62%	1.38%	0.00%	



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 B

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
12:15	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6		
12:30	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6		
12:45	0	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4		
1:00	0	8	0	9	0	0	0	0	0	0	0	0	0	0	0	9		
1:15	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	6		
1:30	0	6	0	5	0	0	0	0	0	0	0	0	0	0	0	6		
1:45	0	11	0	10	0	0	0	0	0	0	0	0	0	0	0	11		
2:00	1	3	0	3	0	0	0	0	0	0	0	0	0	0	1	3		
2:15	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	6		
2:30	0	5	0	2	0	0	0	0	0	0	0	0	0	0	0	4		
2:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
3:00	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5		
3:15	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
3:30	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	4		
3:45	0	2	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
4:00	0	2	0	5	0	0	0	0	0	0	0	0	0	0	0	4		
4:15	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2		
4:30	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3		
4:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
5:15	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1	3		
5:30	0	1	1	3	0	0	0	0	0	0	0	0	0	0	1	2		
5:45	3	1	5	2	0	0	0	0	0	0	0	0	0	0	4	2		
6:00	6	2	6	1	0	0	0	0	0	0	0	0	0	0	6	2		
6:15	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	2		
6:30	1	4	1	1	0	0	0	0	0	0	0	0	0	0	1	3		
6:45	1	2	3	0	0	0	0	0	0	0	0	0	0	0	2	1		
7:00	2	2	4	2	0	0	0	0	0	0	0	0	0	0	3	2		
7:15	4	2	4	1	0	0	0	0	0	0	0	0	0	0	4	2		
7:30	5	1	1	2	0	0	0	0	0	0	0	0	0	0	3	2		
7:45	5	0	4	3	0	0	0	0	0	0	0	0	0	0	5	2		
8:00	6	0	8	1	0	0	0	0	0	0	0	0	0	0	7	1		
8:15	11	0	8	1	0	0	0	0	0	0	0	0	0	0	10	1		
8:30	5	1	9	1	0	0	0	0	0	0	0	0	0	0	7	1		
8:45	6	0	16	2	0	0	0	0	0	0	0	0	0	0	11	1		
9:00	12	3	15	0	0	0	0	0	0	0	0	0	0	0	14	2		
9:15	9	0	6	2	0	0	0	0	0	0	0	0	0	0	8	1		
9:30	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0		
9:45	11	0	2	1	0	0	0	0	0	0	0	0	0	0	7	1		
10:00	5	1	5	0	0	0	0	0	0	0	0	0	0	0	5	1		
10:15	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0		
10:30	7	2	2	0	0	0	0	0	0	0	0	0	0	0	5	1		
10:45	6	0	3	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:00	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0		
11:15	4	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1		
11:30	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0		
11:45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0		
Total Day Total	135	110	127	122	0	0	0	0	0	0	0	0	0	0	131	116		
	245		249		0		0		0		0		0		247			
Peak HR	9:00 AM	1:00 PM	8:15 AM	1:00 PM													8:15 AM	1:00 PM
Volume	38	31	48	30													41	31



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 B

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	4		
12:15	0	5	0	10	0	0	0	0	0	0	0	0	0	0	0	8		
12:30	0	9	0	5	0	0	0	0	0	0	0	0	0	0	0	7		
12:45	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	8		
1:00	0	10	0	6	0	0	0	0	0	0	0	0	0	0	0	8		
1:15	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	2		
1:30	0	6	0	2	0	0	0	0	0	0	0	0	0	0	0	4		
1:45	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
2:00	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3		
2:15	0	8	0	3	0	0	0	0	0	0	0	0	0	0	0	6		
2:30	0	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5		
2:45	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3		
3:00	0	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6		
3:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5		
3:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4		
3:45	0	9	0	4	0	0	0	0	0	0	0	0	0	0	0	7		
4:00	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6		
4:15	0	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5		
4:30	0	8	0	13	0	0	0	0	0	0	0	0	0	0	0	11		
4:45	0	8	0	9	0	0	0	0	0	0	0	0	0	0	0	9		
5:00	0	11	0	3	0	0	0	0	0	0	0	0	0	0	0	7		
5:15	1	2	0	8	0	0	0	0	0	0	0	0	0	0	1	5		
5:30	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7		
5:45	1	5	0	3	0	0	0	0	0	0	0	0	0	0	1	4		
6:00	0	7	2	10	0	0	0	0	0	0	0	0	0	0	1	9		
6:15	2	3	4	3	0	0	0	0	0	0	0	0	0	0	3	3		
6:30	0	2	1	1	0	0	0	0	0	0	0	0	0	0	1	2		
6:45	1	8	1	2	0	0	0	0	0	0	0	0	0	0	1	5		
7:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1		
7:15	1	3	0	2	0	0	0	0	0	0	0	0	0	0	1	3		
7:30	1	4	1	1	0	0	0	0	0	0	0	0	0	0	1	3		
7:45	2	2	1	1	0	0	0	0	0	0	0	0	0	0	2	2		
8:00	2	4	0	2	0	0	0	0	0	0	0	0	0	0	1	3		
8:15	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2		
8:30	0	0	4	1	0	0	0	0	0	0	0	0	0	0	2	1		
8:45	2	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1		
9:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	2	1		
9:15	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0		
9:30	3	0	2	2	0	0	0	0	0	0	0	0	0	0	3	1		
9:45	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0		
10:00	1	0	4	1	0	0	0	0	0	0	0	0	0	0	3	1		
10:15	1	2	1	0	0	0	0	0	0	0	0	0	0	0	1	1		
10:30	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0		
10:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1		
11:00	6	0	4	1	0	0	0	0	0	0	0	0	0	0	5	1		
11:15	2	1	4	1	0	0	0	0	0	0	0	0	0	0	3	1		
11:30	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0		
11:45	4	0	3	0	0	0	0	0	0	0	0	0	0	0	4	0		
Total Day Total	43 216	173	50 218	168	0 0	0	0 0	0	0 0	0 0	0	0 0	0 0	0	47 217	171		
Peak HR	11:00 AM	12:15 PM	11:00 AM	4:00 PM													11:00 AM	4:30 PM
Volume	16	31	14	35													15	31

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 C

Count Date: Tuesday, February 4, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	1	0	0	1
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	1	0	0	1
6:15 AM	6	0	0	6
6:30 AM	0	0	0	0
6:45 AM	6	0	0	6
7:00 AM	4	1	0	5
7:15 AM	8	1	0	9
7:30 AM	4	0	0	4
7:45 AM	11	0	0	11
8:00 AM	13	0	0	13
8:15 AM	6	1	0	7
8:30 AM	4	0	0	4
8:45 AM	7	0	0	7
9:00 AM	9	1	0	10
9:15 AM	10	0	0	10
9:30 AM	1	0	0	1
9:45 AM	8	2	0	10
10:00 AM	10	0	0	10
10:15 AM	4	0	0	4
10:30 AM	7	3	0	10
10:45 AM	4	2	0	6
11:00 AM	2	0	0	2
11:15 AM	8	0	0	8
11:30 AM	7	0	0	7
11:45 AM	4	0	0	4

AM Total	146	11	0	157
Percentage	92.99%	7.01%	0.00%	
AM Peak	7:15 AM	9:45 AM	12:00 AM	7:15 AM
Volume	36	5	0	37

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	9	1	0	10
12:15 PM	5	0	0	5
12:30 PM	7	0	0	7
12:45 PM	20	3	0	23
1:00 PM	1	0	1	2
1:15 PM	1	0	0	1
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	1	1
2:30 PM	0	1	0	1
2:45 PM	4	0	0	4
3:00 PM	2	0	1	3
3:15 PM	4	0	0	4
3:30 PM	4	0	0	4
3:45 PM	2	0	0	2
4:00 PM	3	0	0	3
4:15 PM	3	0	0	3
4:30 PM	3	0	0	3
4:45 PM	3	0	0	3
5:00 PM	3	0	0	3
5:15 PM	2	0	0	2
5:30 PM	3	0	0	3
5:45 PM	1	0	0	1
6:00 PM	1	0	0	1
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	1	0	0	1
7:00 PM	0	0	0	0
7:15 PM	1	0	0	1
7:30 PM	1	0	0	1
7:45 PM	1	0	0	1
8:00 PM	2	0	0	2
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	1	0	1
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	1	0	0	1
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	89	6	3	98
Percentage	90.82%	6.12%	3.06%	
PM Peak	12:00 PM	12:00 PM	2:15 PM	12:00 PM
Volume	41	4	2	45

Day Total	235	17	3	255
Percentage	92.16%	6.67%	1.18%	

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 C

Count Date: Wednesday, February 5, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	1	0	0	1
6:00 AM	1	0	0	1
6:15 AM	7	0	0	7
6:30 AM	9	0	0	9
6:45 AM	7	1	0	8
7:00 AM	7	1	0	8
7:15 AM	6	0	0	6
7:30 AM	4	0	0	4
7:45 AM	3	0	0	3
8:00 AM	9	0	2	11
8:15 AM	7	1	0	8
8:30 AM	3	1	0	4
8:45 AM	12	1	0	13
9:00 AM	8	0	0	8
9:15 AM	9	0	0	9
9:30 AM	11	1	0	12
9:45 AM	6	0	0	6
10:00 AM	4	1	0	5
10:15 AM	5	1	0	6
10:30 AM	2	0	0	2
10:45 AM	0	0	0	0
11:00 AM	7	0	0	7
11:15 AM	8	0	0	8
11:30 AM	5	0	1	6
11:45 AM	7	1	0	8

AM Total	149	9	3	161
Percentage	92.55%	5.59%	1.86%	
AM Peak	8:45 AM	8:00 AM	7:15 AM	8:45 AM
Volume	40	3	2	42

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	4	0	0	4
12:15 PM	5	0	0	5
12:30 PM	7	0	0	7
12:45 PM	10	0	0	10
1:00 PM	6	1	0	7
1:15 PM	3	1	0	4
1:30 PM	8	0	0	8
1:45 PM	11	0	0	11
2:00 PM	4	0	0	4
2:15 PM	5	2	0	7
2:30 PM	5	0	1	6
2:45 PM	2	0	0	2
3:00 PM	5	0	0	5
3:15 PM	7	0	0	7
3:30 PM	4	0	0	4
3:45 PM	2	0	0	2
4:00 PM	4	0	0	4
4:15 PM	4	0	0	4
4:30 PM	1	0	0	1
4:45 PM	1	0	0	1
5:00 PM	2	0	0	2
5:15 PM	4	0	0	4
5:30 PM	3	0	0	3
5:45 PM	1	0	0	1
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	1	0	0	1
6:45 PM	2	0	0	2
7:00 PM	0	0	0	0
7:15 PM	2	0	0	2
7:30 PM	1	0	0	1
7:45 PM	3	0	0	3
8:00 PM	1	0	0	1
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	1	0	0	1
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	120	4	1	125
Percentage	96.00%	3.20%	0.80%	
PM Peak	12:15 PM	12:30 PM	1:45 PM	1:00 PM
Volume	28	2	1	30

Day Total	269	13	4	286
Percentage	94.06%	4.55%	1.40%	

Quinn Road (East Driveway)
north of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 C

Count Date: Tuesday, February 4, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	1	1
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	1	0	1
7:45 AM	3	0	0	3
8:00 AM	2	0	0	2
8:15 AM	4	0	0	4
8:30 AM	4	0	0	4
8:45 AM	5	0	0	5
9:00 AM	2	0	0	2
9:15 AM	3	2	0	5
9:30 AM	1	0	0	1
9:45 AM	4	1	0	5
10:00 AM	8	1	0	9
10:15 AM	8	0	0	8
10:30 AM	6	0	0	6
10:45 AM	6	1	0	7
11:00 AM	5	0	1	6
11:15 AM	4	1	0	5
11:30 AM	3	0	0	3
11:45 AM	12	0	0	12

AM Total	81	7	2	90
Percentage	90.00%	7.78%	2.22%	
AM Peak	10:00 AM	9:15 AM	12:30 AM	10:00 AM
Volume	28	4	1	30

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	7	0	0	7
12:15 PM	6	1	0	7
12:30 PM	3	0	0	3
12:45 PM	8	0	0	8
1:00 PM	3	1	0	4
1:15 PM	8	1	0	9
1:30 PM	5	0	1	6
1:45 PM	6	0	0	6
2:00 PM	6	0	0	6
2:15 PM	3	1	0	4
2:30 PM	6	1	0	7
2:45 PM	5	1	1	7
3:00 PM	3	0	0	3
3:15 PM	3	0	0	3
3:30 PM	4	0	0	4
3:45 PM	4	0	0	4
4:00 PM	8	0	0	8
4:15 PM	4	0	0	4
4:30 PM	10	0	0	10
4:45 PM	4	0	0	4
5:00 PM	15	1	0	16
5:15 PM	5	0	0	5
5:30 PM	7	0	0	7
5:45 PM	4	0	0	4
6:00 PM	7	0	0	7
6:15 PM	4	0	0	4
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	1	0	0	1
7:30 PM	0	0	0	0
7:45 PM	5	0	0	5
8:00 PM	4	0	0	4
8:15 PM	1	0	0	1
8:30 PM	1	0	0	1
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	1	0	0	1
9:45 PM	0	0	0	0
10:00 PM	1	0	0	1
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	1	0	0	1
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	164	7	2	173
Percentage	94.80%	4.05%	1.16%	
PM Peak	4:30 PM	2:00 PM	12:45 PM	4:30 PM
Volume	34	3	1	35

Day Total	245	14	4	263
Percentage	93.16%	5.32%	1.52%	

Quinn Road (East Driveway)
north of Massachusett Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 C

Count Date: Wednesday, February 5, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	1	1
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	1	0	0	1
6:45 AM	1	0	0	1
7:00 AM	0	0	0	0
7:15 AM	1	0	0	1
7:30 AM	0	0	0	0
7:45 AM	2	0	0	2
8:00 AM	5	0	0	5
8:15 AM	3	0	1	4
8:30 AM	5	3	1	9
8:45 AM	0	1	0	1
9:00 AM	4	0	0	4
9:15 AM	7	0	0	7
9:30 AM	9	0	0	9
9:45 AM	5	0	0	5
10:00 AM	7	0	0	7
10:15 AM	6	0	0	6
10:30 AM	4	0	0	4
10:45 AM	0	1	0	1
11:00 AM	4	0	0	4
11:15 AM	7	0	0	7
11:30 AM	6	0	0	6
11:45 AM	10	0	0	10

AM Total	87	5	3	95
Percentage	91.58%	5.26%	3.16%	
AM Peak	9:15 AM	8:00 AM	7:45 AM	9:15 AM
Volume	28	4	2	28

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	5	0	1	6
12:15 PM	9	0	0	9
12:30 PM	6	0	0	6
12:45 PM	10	0	0	10
1:00 PM	4	1	0	5
1:15 PM	6	1	0	7
1:30 PM	12	0	0	12
1:45 PM	7	0	0	7
2:00 PM	8	0	0	8
2:15 PM	3	1	0	4
2:30 PM	7	0	0	7
2:45 PM	4	0	0	4
3:00 PM	8	1	1	10
3:15 PM	4	0	0	4
3:30 PM	5	0	0	5
3:45 PM	6	0	0	6
4:00 PM	4	1	0	5
4:15 PM	8	0	0	8
4:30 PM	3	0	1	4
4:45 PM	6	0	0	6
5:00 PM	10	0	0	10
5:15 PM	5	0	0	5
5:30 PM	8	0	0	8
5:45 PM	7	0	0	7
6:00 PM	6	0	0	6
6:15 PM	4	0	0	4
6:30 PM	1	0	0	1
6:45 PM	1	0	0	1
7:00 PM	1	0	0	1
7:15 PM	1	0	0	1
7:30 PM	3	0	0	3
7:45 PM	1	0	0	1
8:00 PM	3	0	0	3
8:15 PM	5	0	0	5
8:30 PM	0	0	0	0
8:45 PM	1	0	0	1
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	2	0	0	2
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	184	5	3	192
Percentage	95.83%	2.60%	1.56%	
PM Peak	1:15 PM	12:30 PM	12:00 PM	12:45 PM
Volume	33	2	1	34

Day Total	271	10	6	287
Percentage	94.43%	3.48%	2.09%	



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 C

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:30	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45	0	23	0	10	0	0	0	0	0	0	0	0	0	0	0	17
1:00	0	2	0	7	0	0	0	0	0	0	0	0	0	0	0	5
1:15	0	1	0	4	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	4
1:45	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	6
2:00	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	7	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	1	0	6	0	0	0	0	0	0	0	0	0	0	0	4
2:45	0	4	0	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	5	0	0	0	0	0	0	0	0	0	0	0	4
3:15	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6
3:30	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	3	1	4	0	0	0	0	0	0	0	0	0	0	1	4
4:15	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45	0	3	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00	0	3	0	2	0	0	0	0	0	0	0	0	0	0	0	3
5:15	1	2	0	4	0	0	0	0	0	0	0	0	0	0	1	3
5:30	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45	1	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1
6:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1
6:15	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
6:30	0	0	9	1	0	0	0	0	0	0	0	0	0	0	5	1
6:45	6	1	8	2	0	0	0	0	0	0	0	0	0	0	7	2
7:00	5	0	8	0	0	0	0	0	0	0	0	0	0	0	7	0
7:15	9	1	6	2	0	0	0	0	0	0	0	0	0	0	8	2
7:30	4	1	4	1	0	0	0	0	0	0	0	0	0	0	4	1
7:45	11	1	3	3	0	0	0	0	0	0	0	0	0	0	7	2
8:00	13	2	11	1	0	0	0	0	0	0	0	0	0	0	12	2
8:15	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
8:30	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
8:45	7	0	13	1	0	0	0	0	0	0	0	0	0	0	10	1
9:00	10	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0
9:15	10	1	9	0	0	0	0	0	0	0	0	0	0	0	10	1
9:30	1	0	12	0	0	0	0	0	0	0	0	0	0	0	7	0
9:45	10	0	6	1	0	0	0	0	0	0	0	0	0	0	8	1
10:00	10	1	5	0	0	0	0	0	0	0	0	0	0	0	8	1
10:15	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0
10:30	10	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0
10:45	6	1	0	0	0	0	0	0	0	0	0	0	0	0	3	1
11:00	2	0	7	0	0	0	0	0	0	0	0	0	0	0	5	0
11:15	8	0	8	0	0	0	0	0	0	0	0	0	0	0	8	0
11:30	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0
11:45	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6	0
Total Day Total	157 255	98	161 286	125	0 0	0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	159 271	112
Peak HR Volume	7:15 AM 37	12:00 PM 45	8:45 AM 42	1:00 PM 30											8:45 AM 35	12:00 PM 36



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 C

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
12:00	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7
12:15	0	7	0	9	0	0	0	0	0	0	0	0	0	0	0	8
12:30	0	3	1	6	0	0	0	0	0	0	0	0	0	0	1	5
12:45	0	8	0	10	0	0	0	0	0	0	0	0	0	0	0	9
1:00	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15	1	9	0	7	0	0	0	0	0	0	0	0	0	0	1	8
1:30	0	6	0	12	0	0	0	0	0	0	0	0	0	0	0	9
1:45	0	6	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:00	0	6	0	8	0	0	0	0	0	0	0	0	0	0	0	7
2:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45	0	7	0	4	0	0	0	0	0	0	0	0	0	0	0	6
3:00	0	3	0	10	0	0	0	0	0	0	0	0	0	0	0	7
3:15	0	3	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30	0	4	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5
4:00	0	8	0	5	0	0	0	0	0	0	0	0	0	0	0	7
4:15	0	4	0	8	0	0	0	0	0	0	0	0	0	0	0	6
4:30	0	10	0	4	0	0	0	0	0	0	0	0	0	0	0	7
4:45	0	4	0	6	0	0	0	0	0	0	0	0	0	0	0	5
5:00	0	16	0	10	0	0	0	0	0	0	0	0	0	0	0	13
5:15	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30	0	7	0	8	0	0	0	0	0	0	0	0	0	0	0	8
5:45	0	4	0	7	0	0	0	0	0	0	0	0	0	0	0	6
6:00	0	7	0	6	0	0	0	0	0	0	0	0	0	0	0	7
6:15	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
6:45	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
7:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1
7:30	1	0	0	3	0	0	0	0	0	0	0	0	0	0	1	2
7:45	3	5	2	1	0	0	0	0	0	0	0	0	0	0	3	3
8:00	2	4	5	3	0	0	0	0	0	0	0	0	0	0	4	4
8:15	4	1	4	5	0	0	0	0	0	0	0	0	0	0	4	3
8:30	4	1	9	0	0	0	0	0	0	0	0	0	0	0	7	1
8:45	5	1	1	1	0	0	0	0	0	0	0	0	0	0	3	1
9:00	2	0	4	0	0	0	0	0	0	0	0	0	0	0	3	0
9:15	5	0	7	0	0	0	0	0	0	0	0	0	0	0	6	0
9:30	1	1	9	0	0	0	0	0	0	0	0	0	0	0	5	1
9:45	5	0	5	2	0	0	0	0	0	0	0	0	0	0	5	1
10:00	9	1	7	0	0	0	0	0	0	0	0	0	0	0	8	1
10:15	8	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0
10:30	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0
10:45	7	0	1	0	0	0	0	0	0	0	0	0	0	0	4	0
11:00	6	0	4	0	0	0	0	0	0	0	0	0	0	0	5	0
11:15	5	1	7	0	0	0	0	0	0	0	0	0	0	0	6	1
11:30	3	0	6	0	0	0	0	0	0	0	0	0	0	0	5	0
11:45	12	0	10	0	0	0	0	0	0	0	0	0	0	0	11	0
Total Day Total	90 263	173	95 287	192	0 0	0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	93 275	183
Peak HR Volume	10:00 AM 30	4:30 PM 35	9:15 AM 28	12:45 PM 34											11:00 AM 27	4:15 PM 31

Forest Street
norht of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 D

Count Date: Tuesday, February 4, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	2	0	0	2
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	0	0	0	0
1:00 AM	1	0	0	1
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	1	0	1
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	0	0	0	0
5:00 AM	1	0	0	1
5:15 AM	1	0	0	1
5:30 AM	6	0	0	6
5:45 AM	7	0	0	7
6:00 AM	5	0	0	5
6:15 AM	6	0	0	6
6:30 AM	13	0	0	13
6:45 AM	19	0	0	19
7:00 AM	20	0	0	20
7:15 AM	15	1	0	16
7:30 AM	48	3	1	52
7:45 AM	58	0	0	58
8:00 AM	54	0	0	54
8:15 AM	26	0	0	26
8:30 AM	26	2	0	28
8:45 AM	26	0	1	27
9:00 AM	15	1	0	16
9:15 AM	11	0	1	12
9:30 AM	22	1	0	23
9:45 AM	21	1	0	22
10:00 AM	21	0	0	21
10:15 AM	18	2	0	20
10:30 AM	23	0	0	23
10:45 AM	32	0	0	32
11:00 AM	23	1	0	24
11:15 AM	20	2	1	23
11:30 AM	20	2	0	22
11:45 AM	18	1	0	19

AM Total	582	18	4	604
Percentage	96.36%	2.98%	0.66%	
AM Peak	7:30 AM	11:00 AM	8:30 AM	7:30 AM
Volume	186	6	2	190

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	26	0	0	26
12:15 PM	20	1	0	21
12:30 PM	40	1	0	41
12:45 PM	43	0	0	43
1:00 PM	37	1	0	38
1:15 PM	59	1	0	60
1:30 PM	40	2	0	42
1:45 PM	73	1	0	74
2:00 PM	48	1	0	49
2:15 PM	66	1	0	67
2:30 PM	69	2	1	72
2:45 PM	44	1	0	45
3:00 PM	54	3	0	57
3:15 PM	43	2	0	45
3:30 PM	36	1	0	37
3:45 PM	47	2	0	49
4:00 PM	48	0	0	48
4:15 PM	61	1	0	62
4:30 PM	52	0	0	52
4:45 PM	42	1	0	43
5:00 PM	76	2	0	78
5:15 PM	80	0	0	80
5:30 PM	66	1	0	67
5:45 PM	64	0	0	64
6:00 PM	63	0	0	63
6:15 PM	50	0	0	50
6:30 PM	35	0	0	35
6:45 PM	36	0	0	36
7:00 PM	25	0	0	25
7:15 PM	19	0	0	19
7:30 PM	24	0	0	24
7:45 PM	30	0	0	30
8:00 PM	17	0	0	17
8:15 PM	20	0	0	20
8:30 PM	16	0	0	16
8:45 PM	15	0	0	15
9:00 PM	21	0	0	21
9:15 PM	16	0	0	16
9:30 PM	15	0	0	15
9:45 PM	9	0	0	9
10:00 PM	13	0	0	13
10:15 PM	6	0	0	6
10:30 PM	3	0	0	3
10:45 PM	4	0	0	4
11:00 PM	4	0	0	4
11:15 PM	0	0	0	0
11:30 PM	1	0	0	1
11:45 PM	3	0	0	3

PM Total	1679	25	1	1705
Percentage	98.48%	1.47%	0.06%	
PM Peak	5:00 PM	2:30 PM	1:45 PM	5:00 PM
Volume	286	8	1	289

Day Total	2261	43	5	2309
Percentage	97.92%	1.86%	0.22%	

Forest Street
norht of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 D

Count Date: Wednesday, February 5, 2020
Direction: NB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	2	0	0	2
12:15 AM	1	0	0	1
12:30 AM	1	0	0	1
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	1	0	0	1
3:15 AM	0	0	0	0
3:30 AM	2	1	0	3
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	0	0	0	0
4:30 AM	1	0	0	1
4:45 AM	1	0	0	1
5:00 AM	3	0	0	3
5:15 AM	4	0	0	4
5:30 AM	5	0	0	5
5:45 AM	2	0	0	2
6:00 AM	7	0	0	7
6:15 AM	6	1	0	7
6:30 AM	17	1	0	18
6:45 AM	18	5	0	23
7:00 AM	20	0	0	20
7:15 AM	19	0	0	19
7:30 AM	38	0	0	38
7:45 AM	57	0	0	57
8:00 AM	50	1	0	51
8:15 AM	41	1	0	42
8:30 AM	32	0	0	32
8:45 AM	27	1	0	28
9:00 AM	26	0	0	26
9:15 AM	12	0	0	12
9:30 AM	16	0	0	16
9:45 AM	17	0	0	17
10:00 AM	18	1	0	19
10:15 AM	15	0	0	15
10:30 AM	17	1	0	18
10:45 AM	18	2	0	20
11:00 AM	24	1	0	25
11:15 AM	16	1	0	17
11:30 AM	20	1	0	21
11:45 AM	20	0	0	20

AM Total	575	18	0	593
Percentage	96.96%	3.04%	0.00%	
AM Peak	7:30 AM	6:00 AM	12:00 AM	7:30 AM
Volume	186	7	0	188

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	26	2	0	28
12:15 PM	24	1	0	25
12:30 PM	24	2	0	26
12:45 PM	32	1	0	33
1:00 PM	29	1	0	30
1:15 PM	17	1	0	18
1:30 PM	21	2	0	23
1:45 PM	12	0	0	12
2:00 PM	25	1	0	26
2:15 PM	41	3	0	44
2:30 PM	48	1	1	50
2:45 PM	50	2	0	52
3:00 PM	61	1	0	62
3:15 PM	53	2	0	55
3:30 PM	69	0	0	69
3:45 PM	61	4	0	65
4:00 PM	58	0	0	58
4:15 PM	76	1	0	77
4:30 PM	64	0	0	64
4:45 PM	59	1	0	60
5:00 PM	67	0	0	67
5:15 PM	86	0	0	86
5:30 PM	87	1	0	88
5:45 PM	74	1	0	75
6:00 PM	50	0	0	50
6:15 PM	40	0	0	40
6:30 PM	32	0	0	32
6:45 PM	35	0	0	35
7:00 PM	24	0	0	24
7:15 PM	21	0	0	21
7:30 PM	26	0	0	26
7:45 PM	18	0	0	18
8:00 PM	22	0	0	22
8:15 PM	20	0	0	20
8:30 PM	24	0	0	24
8:45 PM	16	0	0	16
9:00 PM	16	0	0	16
9:15 PM	15	0	0	15
9:30 PM	7	0	0	7
9:45 PM	10	0	0	10
10:00 PM	2	0	0	2
10:15 PM	4	0	0	4
10:30 PM	4	0	0	4
10:45 PM	5	0	0	5
11:00 PM	1	0	0	1
11:15 PM	1	0	0	1
11:30 PM	4	0	0	4
11:45 PM	2	0	0	2

PM Total	1563	28	1	1592
Percentage	98.18%	1.76%	0.06%	
PM Peak	5:00 PM	2:00 PM	1:45 PM	5:00 PM
Volume	314	7	1	316

Day Total	2138	46	1	2185
Percentage	97.85%	2.11%	0.05%	

Forest Street
norht of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 D

Count Date: Tuesday, February 4, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	1	0	0	1
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	1	0	0	1
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	1	0	0	1
4:15 AM	2	0	0	2
4:30 AM	3	0	0	3
4:45 AM	2	0	0	2
5:00 AM	0	0	0	0
5:15 AM	3	0	0	3
5:30 AM	5	0	0	5
5:45 AM	6	0	1	7
6:00 AM	10	0	0	10
6:15 AM	17	0	0	17
6:30 AM	20	2	0	22
6:45 AM	35	2	0	37
7:00 AM	66	4	0	70
7:15 AM	64	2	1	67
7:30 AM	76	1	0	77
7:45 AM	69	0	0	69
8:00 AM	77	2	0	79
8:15 AM	55	1	0	56
8:30 AM	41	2	0	43
8:45 AM	39	2	0	41
9:00 AM	27	0	0	27
9:15 AM	34	0	0	34
9:30 AM	20	1	0	21
9:45 AM	22	0	1	23
10:00 AM	22	0	0	22
10:15 AM	22	1	0	23
10:30 AM	21	2	0	23
10:45 AM	21	1	0	22
11:00 AM	19	2	0	21
11:15 AM	25	4	0	29
11:30 AM	16	0	0	16
11:45 AM	12	2	1	15

AM Total	859	31	4	894
Percentage	96.09%	3.47%	0.45%	
AM Peak	7:15 AM	6:30 AM	5:00 AM	7:15 AM
Volume	286	10	1	292

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	18	0	0	18
12:15 PM	30	0	0	30
12:30 PM	22	1	0	23
12:45 PM	22	1	0	23
1:00 PM	23	1	0	24
1:15 PM	22	1	0	23
1:30 PM	21	0	1	22
1:45 PM	22	0	0	22
2:00 PM	19	0	1	20
2:15 PM	24	2	0	26
2:30 PM	27	3	0	30
2:45 PM	25	0	0	25
3:00 PM	25	1	0	26
3:15 PM	18	4	0	22
3:30 PM	19	1	0	20
3:45 PM	17	0	0	17
4:00 PM	33	0	0	33
4:15 PM	25	0	0	25
4:30 PM	32	0	0	32
4:45 PM	33	0	0	33
5:00 PM	28	0	0	28
5:15 PM	24	0	0	24
5:30 PM	22	0	0	22
5:45 PM	32	0	0	32
6:00 PM	27	1	0	28
6:15 PM	29	0	0	29
6:30 PM	27	0	0	27
6:45 PM	20	0	0	20
7:00 PM	17	0	0	17
7:15 PM	17	0	0	17
7:30 PM	14	0	0	14
7:45 PM	10	0	0	10
8:00 PM	14	0	0	14
8:15 PM	21	0	0	21
8:30 PM	14	0	0	14
8:45 PM	9	0	0	9
9:00 PM	8	2	0	10
9:15 PM	9	0	0	9
9:30 PM	4	0	0	4
9:45 PM	4	0	0	4
10:00 PM	6	0	0	6
10:15 PM	5	0	0	5
10:30 PM	3	0	0	3
10:45 PM	6	0	0	6
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	3	0	0	3
11:45 PM	3	0	0	3

PM Total	854	18	2	874
Percentage	97.71%	2.06%	0.23%	
PM Peak	4:00 PM	2:30 PM	1:15 PM	4:00 PM
Volume	123	8	2	123

Day Total	1713	49	6	1768
Percentage	96.89%	2.77%	0.34%	

Forest Street
norht of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 D

Count Date: Wednesday, February 5, 2020
Direction: SB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	2	0	0	2
12:30 AM	2	0	0	2
12:45 AM	2	0	0	2
1:00 AM	2	0	0	2
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	1	0	0	1
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	1	0	0	1
4:00 AM	1	0	0	1
4:15 AM	2	0	0	2
4:30 AM	4	0	0	4
4:45 AM	1	0	0	1
5:00 AM	1	0	0	1
5:15 AM	2	0	0	2
5:30 AM	6	0	0	6
5:45 AM	9	0	0	9
6:00 AM	10	0	0	10
6:15 AM	21	0	0	21
6:30 AM	21	4	0	25
6:45 AM	40	4	0	44
7:00 AM	58	3	0	61
7:15 AM	63	0	0	63
7:30 AM	86	0	0	86
7:45 AM	70	1	0	71
8:00 AM	77	4	0	81
8:15 AM	63	0	0	63
8:30 AM	51	0	0	51
8:45 AM	35	0	0	35
9:00 AM	24	1	0	25
9:15 AM	18	0	0	18
9:30 AM	23	0	0	23
9:45 AM	24	0	0	24
10:00 AM	18	0	0	18
10:15 AM	16	2	0	18
10:30 AM	19	0	0	19
10:45 AM	17	1	0	18
11:00 AM	13	0	0	13
11:15 AM	29	2	0	31
11:30 AM	23	1	0	24
11:45 AM	22	4	0	26

AM Total	877	27	0	904
Percentage	97.01%	2.99%	0.00%	
AM Peak	7:15 AM	6:15 AM	12:00 AM	7:15 AM
Volume	296	11	0	301

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	27	1	0	28
12:15 PM	31	1	0	32
12:30 PM	24	1	0	25
12:45 PM	21	1	1	23
1:00 PM	19	0	0	19
1:15 PM	17	0	0	17
1:30 PM	18	1	0	19
1:45 PM	23	2	0	25
2:00 PM	18	3	0	21
2:15 PM	25	0	0	25
2:30 PM	22	0	0	22
2:45 PM	35	1	0	36
3:00 PM	24	0	0	24
3:15 PM	22	2	0	24
3:30 PM	25	1	0	26
3:45 PM	25	1	0	26
4:00 PM	29	1	0	30
4:15 PM	25	0	0	25
4:30 PM	32	0	0	32
4:45 PM	28	0	0	28
5:00 PM	37	0	0	37
5:15 PM	16	0	0	16
5:30 PM	38	1	0	39
5:45 PM	47	0	0	47
6:00 PM	53	1	0	54
6:15 PM	24	0	0	24
6:30 PM	26	0	0	26
6:45 PM	21	0	0	21
7:00 PM	11	0	0	11
7:15 PM	17	0	0	17
7:30 PM	11	0	0	11
7:45 PM	15	0	0	15
8:00 PM	22	1	0	23
8:15 PM	7	0	0	7
8:30 PM	9	0	0	9
8:45 PM	10	0	0	10
9:00 PM	12	0	0	12
9:15 PM	4	0	0	4
9:30 PM	4	0	0	4
9:45 PM	7	0	0	7
10:00 PM	1	0	0	1
10:15 PM	3	0	0	3
10:30 PM	1	0	0	1
10:45 PM	4	0	0	4
11:00 PM	1	0	0	1
11:15 PM	0	0	0	0
11:30 PM	2	0	0	2
11:45 PM	4	0	0	4

PM Total	897	19	1	917
Percentage	97.82%	2.07%	0.11%	
PM Peak	5:30 PM	1:15 PM	12:00 PM	5:30 PM
Volume	162	6	1	164

Day Total	1774	46	1	1821
Percentage	97.42%	2.53%	0.05%	



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 D

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	2	26	2	28	0	0	0	0	0	0	0	0	0	0	2	27		
12:15	1	21	1	25	0	0	0	0	0	0	0	0	0	0	1	23		
12:30	1	41	1	26	0	0	0	0	0	0	0	0	0	0	1	34		
12:45	0	43	0	33	0	0	0	0	0	0	0	0	0	0	0	38		
1:00	1	38	0	30	0	0	0	0	0	0	0	0	0	0	1	34		
1:15	0	60	0	18	0	0	0	0	0	0	0	0	0	0	0	39		
1:30	0	42	0	23	0	0	0	0	0	0	0	0	0	0	0	33		
1:45	0	74	0	12	0	0	0	0	0	0	0	0	0	0	0	43		
2:00	1	49	0	26	0	0	0	0	0	0	0	0	0	0	1	38		
2:15	0	67	0	44	0	0	0	0	0	0	0	0	0	0	0	56		
2:30	0	72	0	50	0	0	0	0	0	0	0	0	0	0	0	61		
2:45	0	45	0	52	0	0	0	0	0	0	0	0	0	0	0	49		
3:00	1	57	1	62	0	0	0	0	0	0	0	0	0	0	1	60		
3:15	0	45	0	55	0	0	0	0	0	0	0	0	0	0	0	50		
3:30	0	37	3	69	0	0	0	0	0	0	0	0	0	0	2	53		
3:45	0	49	0	65	0	0	0	0	0	0	0	0	0	0	0	57		
4:00	0	48	1	58	0	0	0	0	0	0	0	0	0	0	1	53		
4:15	0	62	0	77	0	0	0	0	0	0	0	0	0	0	0	70		
4:30	1	52	1	64	0	0	0	0	0	0	0	0	0	0	1	58		
4:45	0	43	1	60	0	0	0	0	0	0	0	0	0	0	1	52		
5:00	1	78	3	67	0	0	0	0	0	0	0	0	0	0	2	73		
5:15	1	80	4	86	0	0	0	0	0	0	0	0	0	0	3	83		
5:30	6	67	5	88	0	0	0	0	0	0	0	0	0	0	6	78		
5:45	7	64	2	75	0	0	0	0	0	0	0	0	0	0	5	70		
6:00	5	63	7	50	0	0	0	0	0	0	0	0	0	0	6	57		
6:15	6	50	7	40	0	0	0	0	0	0	0	0	0	0	7	45		
6:30	13	35	18	32	0	0	0	0	0	0	0	0	0	0	16	34		
6:45	19	36	23	35	0	0	0	0	0	0	0	0	0	0	21	36		
7:00	20	25	20	24	0	0	0	0	0	0	0	0	0	0	20	25		
7:15	16	19	19	21	0	0	0	0	0	0	0	0	0	0	18	20		
7:30	52	24	38	26	0	0	0	0	0	0	0	0	0	0	45	25		
7:45	58	30	57	18	0	0	0	0	0	0	0	0	0	0	58	24		
8:00	54	17	51	22	0	0	0	0	0	0	0	0	0	0	53	20		
8:15	26	20	42	20	0	0	0	0	0	0	0	0	0	0	34	20		
8:30	28	16	32	24	0	0	0	0	0	0	0	0	0	0	30	20		
8:45	27	15	28	16	0	0	0	0	0	0	0	0	0	0	28	16		
9:00	16	21	26	16	0	0	0	0	0	0	0	0	0	0	21	19		
9:15	12	16	12	15	0	0	0	0	0	0	0	0	0	0	12	16		
9:30	23	15	16	7	0	0	0	0	0	0	0	0	0	0	20	11		
9:45	22	9	17	10	0	0	0	0	0	0	0	0	0	0	20	10		
10:00	21	13	19	2	0	0	0	0	0	0	0	0	0	0	20	8		
10:15	20	6	15	4	0	0	0	0	0	0	0	0	0	0	18	5		
10:30	23	3	18	4	0	0	0	0	0	0	0	0	0	0	21	4		
10:45	32	4	20	5	0	0	0	0	0	0	0	0	0	0	26	5		
11:00	24	4	25	1	0	0	0	0	0	0	0	0	0	0	25	3		
11:15	23	0	17	1	0	0	0	0	0	0	0	0	0	0	20	1		
11:30	22	1	21	4	0	0	0	0	0	0	0	0	0	0	22	3		
11:45	19	3	20	2	0	0	0	0	0	0	0	0	0	0	20	3		
Total Day Total	604	1705	593	1592	0	0	0	0	0	0	0	0	0	0	599	1649		
	2309		2185		0		0		0		0		0		2247			
Peak HR	7:30 AM	5:00 PM	7:30 AM	5:00 PM													7:30 AM	5:00 PM
Volume	190	289	188	316													189	303



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdiillc.com

207450 D

Weekly Report

Day Date	Tuesday 02/04/20		Wednesday 02/05/20												Week Ave			
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
12:00	0	18	0	28	0	0	0	0	0	0	0	0	0	0	0	23		
12:15	0	30	2	32	0	0	0	0	0	0	0	0	0	0	1	31		
12:30	2	23	2	25	0	0	0	0	0	0	0	0	0	0	2	24		
12:45	2	23	2	23	0	0	0	0	0	0	0	0	0	0	2	23		
1:00	0	24	2	19	0	0	0	0	0	0	0	0	0	0	1	22		
1:15	0	23	0	17	0	0	0	0	0	0	0	0	0	0	0	20		
1:30	0	22	0	19	0	0	0	0	0	0	0	0	0	0	0	21		
1:45	0	22	0	25	0	0	0	0	0	0	0	0	0	0	0	24		
2:00	1	20	1	21	0	0	0	0	0	0	0	0	0	0	1	21		
2:15	1	26	0	25	0	0	0	0	0	0	0	0	0	0	1	26		
2:30	0	30	0	22	0	0	0	0	0	0	0	0	0	0	0	26		
2:45	0	25	0	36	0	0	0	0	0	0	0	0	0	0	0	31		
3:00	0	26	0	24	0	0	0	0	0	0	0	0	0	0	0	25		
3:15	1	22	0	24	0	0	0	0	0	0	0	0	0	0	1	23		
3:30	0	20	0	26	0	0	0	0	0	0	0	0	0	0	0	23		
3:45	0	17	1	26	0	0	0	0	0	0	0	0	0	0	1	22		
4:00	1	33	1	30	0	0	0	0	0	0	0	0	0	0	1	32		
4:15	2	25	2	25	0	0	0	0	0	0	0	0	0	0	2	25		
4:30	3	32	4	32	0	0	0	0	0	0	0	0	0	0	4	32		
4:45	2	33	1	28	0	0	0	0	0	0	0	0	0	0	2	31		
5:00	0	28	1	37	0	0	0	0	0	0	0	0	0	0	1	33		
5:15	3	24	2	16	0	0	0	0	0	0	0	0	0	0	3	20		
5:30	5	22	6	39	0	0	0	0	0	0	0	0	0	0	6	31		
5:45	7	32	9	47	0	0	0	0	0	0	0	0	0	0	8	40		
6:00	10	28	10	54	0	0	0	0	0	0	0	0	0	0	10	41		
6:15	17	29	21	24	0	0	0	0	0	0	0	0	0	0	19	27		
6:30	22	27	25	26	0	0	0	0	0	0	0	0	0	0	24	27		
6:45	37	20	44	21	0	0	0	0	0	0	0	0	0	0	41	21		
7:00	70	17	61	11	0	0	0	0	0	0	0	0	0	0	66	14		
7:15	67	17	63	17	0	0	0	0	0	0	0	0	0	0	65	17		
7:30	77	14	86	11	0	0	0	0	0	0	0	0	0	0	82	13		
7:45	69	10	71	15	0	0	0	0	0	0	0	0	0	0	70	13		
8:00	79	14	81	23	0	0	0	0	0	0	0	0	0	0	80	19		
8:15	56	21	63	7	0	0	0	0	0	0	0	0	0	0	60	14		
8:30	43	14	51	9	0	0	0	0	0	0	0	0	0	0	47	12		
8:45	41	9	35	10	0	0	0	0	0	0	0	0	0	0	38	10		
9:00	27	10	25	12	0	0	0	0	0	0	0	0	0	0	26	11		
9:15	34	9	18	4	0	0	0	0	0	0	0	0	0	0	26	7		
9:30	21	4	23	4	0	0	0	0	0	0	0	0	0	0	22	4		
9:45	23	4	24	7	0	0	0	0	0	0	0	0	0	0	24	6		
10:00	22	6	18	1	0	0	0	0	0	0	0	0	0	0	20	4		
10:15	23	5	18	3	0	0	0	0	0	0	0	0	0	0	21	4		
10:30	23	3	19	1	0	0	0	0	0	0	0	0	0	0	21	2		
10:45	22	6	18	4	0	0	0	0	0	0	0	0	0	0	20	5		
11:00	21	1	13	1	0	0	0	0	0	0	0	0	0	0	17	1		
11:15	29	0	31	0	0	0	0	0	0	0	0	0	0	0	30	0		
11:30	16	3	24	2	0	0	0	0	0	0	0	0	0	0	20	3		
11:45	15	3	26	4	0	0	0	0	0	0	0	0	0	0	21	4		
Total Day Total	894	874	904	917	0	0	0	0	0	0	0	0	0	0	899	896		
	1768		1821		0		0		0		0		0		1795			
Peak HR	7:15 AM	4:00 PM	7:15 AM	5:30 PM													7:15 AM	5:30 PM
Volume	292	123	301	164													297	138

Burton Street
south of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 E

Count Date: Tuesday, February 4, 2020
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

AM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM
Volume	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0

Day Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	

Burton Street
south of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



Count Date: Wednesday, February 5, 2020
Direction: EB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	12:00 PM	0	0	0	0
12:15 AM	0	0	0	0	12:15 PM	0	0	0	0
12:30 AM	0	0	0	0	12:30 PM	0	0	0	0
12:45 AM	0	0	0	0	12:45 PM	0	0	0	0
1:00 AM	0	0	0	0	1:00 PM	0	0	0	0
1:15 AM	0	0	0	0	1:15 PM	0	0	0	0
1:30 AM	0	0	0	0	1:30 PM	0	0	0	0
1:45 AM	0	0	0	0	1:45 PM	0	0	0	0
2:00 AM	0	0	0	0	2:00 PM	0	0	0	0
2:15 AM	0	0	0	0	2:15 PM	0	0	0	0
2:30 AM	0	0	0	0	2:30 PM	0	0	0	0
2:45 AM	0	0	0	0	2:45 PM	0	0	0	0
3:00 AM	0	0	0	0	3:00 PM	0	0	0	0
3:15 AM	0	0	0	0	3:15 PM	0	0	0	0
3:30 AM	0	0	0	0	3:30 PM	0	0	0	0
3:45 AM	0	0	0	0	3:45 PM	0	0	0	0
4:00 AM	0	0	0	0	4:00 PM	0	0	0	0
4:15 AM	0	0	0	0	4:15 PM	0	0	0	0
4:30 AM	0	0	0	0	4:30 PM	0	0	0	0
4:45 AM	0	0	0	0	4:45 PM	0	0	0	0
5:00 AM	0	0	0	0	5:00 PM	0	0	0	0
5:15 AM	0	0	0	0	5:15 PM	0	0	0	0
5:30 AM	0	0	0	0	5:30 PM	0	0	0	0
5:45 AM	0	0	0	0	5:45 PM	0	0	0	0
6:00 AM	0	0	0	0	6:00 PM	0	0	0	0
6:15 AM	0	0	0	0	6:15 PM	0	0	0	0
6:30 AM	0	0	0	0	6:30 PM	0	0	0	0
6:45 AM	0	0	0	0	6:45 PM	0	0	0	0
7:00 AM	0	0	0	0	7:00 PM	0	0	0	0
7:15 AM	0	0	0	0	7:15 PM	0	0	0	0
7:30 AM	0	0	0	0	7:30 PM	0	0	0	0
7:45 AM	0	0	0	0	7:45 PM	0	0	0	0
8:00 AM	0	0	0	0	8:00 PM	0	0	0	0
8:15 AM	0	0	0	0	8:15 PM	0	0	0	0
8:30 AM	0	0	0	0	8:30 PM	0	0	0	0
8:45 AM	0	0	0	0	8:45 PM	0	0	0	0
9:00 AM	0	0	0	0	9:00 PM	0	0	0	0
9:15 AM	0	0	0	0	9:15 PM	0	0	0	0
9:30 AM	0	0	0	0	9:30 PM	0	0	0	0
9:45 AM	0	0	0	0	9:45 PM	0	0	0	0
10:00 AM	0	0	0	0	10:00 PM	0	0	0	0
10:15 AM	0	0	0	0	10:15 PM	0	0	0	0
10:30 AM	0	0	0	0	10:30 PM	0	0	0	0
10:45 AM	0	0	0	0	10:45 PM	0	0	0	0
11:00 AM	0	0	0	0	11:00 PM	0	0	0	0
11:15 AM	0	0	0	0	11:15 PM	0	0	0	0
11:30 AM	0	0	0	0	11:30 PM	0	0	0	0
11:45 AM	0	0	0	0	11:45 PM	0	0	0	0
AM Total	0	0	0	0	PM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!		Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0	Volume	0	0	0	0
					Day Total	0	0	0	0
					Percentage	#DIV/0!	#DIV/0!	#DIV/0!	

Burton Street
south of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



PDI File #

207450 E

Count Date: Tuesday, February 4, 2020
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0
12:15 AM	0	0	0	0
12:30 AM	0	0	0	0
12:45 AM	0	0	0	0
1:00 AM	0	0	0	0
1:15 AM	0	0	0	0
1:30 AM	0	0	0	0
1:45 AM	0	0	0	0
2:00 AM	0	0	0	0
2:15 AM	0	0	0	0
2:30 AM	0	0	0	0
2:45 AM	0	0	0	0
3:00 AM	0	0	0	0
3:15 AM	0	0	0	0
3:30 AM	0	0	0	0
3:45 AM	0	0	0	0
4:00 AM	0	0	0	0
4:15 AM	0	0	0	0
4:30 AM	0	0	0	0
4:45 AM	0	0	0	0
5:00 AM	0	0	0	0
5:15 AM	0	0	0	0
5:30 AM	0	0	0	0
5:45 AM	0	0	0	0
6:00 AM	0	0	0	0
6:15 AM	0	0	0	0
6:30 AM	0	0	0	0
6:45 AM	0	0	0	0
7:00 AM	0	0	0	0
7:15 AM	0	0	0	0
7:30 AM	0	0	0	0
7:45 AM	0	0	0	0
8:00 AM	0	0	0	0
8:15 AM	0	0	0	0
8:30 AM	0	0	0	0
8:45 AM	0	0	0	0
9:00 AM	0	0	0	0
9:15 AM	0	0	0	0
9:30 AM	0	0	0	0
9:45 AM	0	0	0	0
10:00 AM	0	0	0	0
10:15 AM	0	0	0	0
10:30 AM	0	0	0	0
10:45 AM	0	0	0	0
11:00 AM	0	0	0	0
11:15 AM	0	0	0	0
11:30 AM	0	0	0	0
11:45 AM	0	0	0	0

AM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM
Volume	0	0	0	0

PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 PM	0	0	0	0
12:15 PM	0	0	0	0
12:30 PM	0	0	0	0
12:45 PM	0	0	0	0
1:00 PM	0	0	0	0
1:15 PM	0	0	0	0
1:30 PM	0	0	0	0
1:45 PM	0	0	0	0
2:00 PM	0	0	0	0
2:15 PM	0	0	0	0
2:30 PM	0	0	0	0
2:45 PM	0	0	0	0
3:00 PM	0	0	0	0
3:15 PM	0	0	0	0
3:30 PM	0	0	0	0
3:45 PM	0	0	0	0
4:00 PM	0	0	0	0
4:15 PM	0	0	0	0
4:30 PM	0	0	0	0
4:45 PM	0	0	0	0
5:00 PM	0	0	0	0
5:15 PM	0	0	0	0
5:30 PM	0	0	0	0
5:45 PM	0	0	0	0
6:00 PM	0	0	0	0
6:15 PM	0	0	0	0
6:30 PM	0	0	0	0
6:45 PM	0	0	0	0
7:00 PM	0	0	0	0
7:15 PM	0	0	0	0
7:30 PM	0	0	0	0
7:45 PM	0	0	0	0
8:00 PM	0	0	0	0
8:15 PM	0	0	0	0
8:30 PM	0	0	0	0
8:45 PM	0	0	0	0
9:00 PM	0	0	0	0
9:15 PM	0	0	0	0
9:30 PM	0	0	0	0
9:45 PM	0	0	0	0
10:00 PM	0	0	0	0
10:15 PM	0	0	0	0
10:30 PM	0	0	0	0
10:45 PM	0	0	0	0
11:00 PM	0	0	0	0
11:15 PM	0	0	0	0
11:30 PM	0	0	0	0
11:45 PM	0	0	0	0

PM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0

Day Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!	

Burton Street
south of Massachusetts Ave
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD



Count Date: Wednesday, February 5, 2020
Direction: WB

AM	Cars	Single Unit Heavy	Multi Unit Heavy	Total	PM	Cars	Single Unit Heavy	Multi Unit Heavy	Total
12:00 AM	0	0	0	0	12:00 PM	0	0	0	0
12:15 AM	0	0	0	0	12:15 PM	0	0	0	0
12:30 AM	0	0	0	0	12:30 PM	0	0	0	0
12:45 AM	0	0	0	0	12:45 PM	0	0	0	0
1:00 AM	0	0	0	0	1:00 PM	0	0	0	0
1:15 AM	0	0	0	0	1:15 PM	0	0	0	0
1:30 AM	0	0	0	0	1:30 PM	0	0	0	0
1:45 AM	0	0	0	0	1:45 PM	0	0	0	0
2:00 AM	0	0	0	0	2:00 PM	0	0	0	0
2:15 AM	0	0	0	0	2:15 PM	0	0	0	0
2:30 AM	0	0	0	0	2:30 PM	0	0	0	0
2:45 AM	0	0	0	0	2:45 PM	0	0	0	0
3:00 AM	0	0	0	0	3:00 PM	0	0	0	0
3:15 AM	0	0	0	0	3:15 PM	0	0	0	0
3:30 AM	0	0	0	0	3:30 PM	0	0	0	0
3:45 AM	0	0	0	0	3:45 PM	0	0	0	0
4:00 AM	0	0	0	0	4:00 PM	0	0	0	0
4:15 AM	0	0	0	0	4:15 PM	0	0	0	0
4:30 AM	0	0	0	0	4:30 PM	0	0	0	0
4:45 AM	0	0	0	0	4:45 PM	0	0	0	0
5:00 AM	0	0	0	0	5:00 PM	0	0	0	0
5:15 AM	0	0	0	0	5:15 PM	0	0	0	0
5:30 AM	0	0	0	0	5:30 PM	0	0	0	0
5:45 AM	0	0	0	0	5:45 PM	0	0	0	0
6:00 AM	0	0	0	0	6:00 PM	0	0	0	0
6:15 AM	0	0	0	0	6:15 PM	0	0	0	0
6:30 AM	0	0	0	0	6:30 PM	0	0	0	0
6:45 AM	0	0	0	0	6:45 PM	0	0	0	0
7:00 AM	0	0	0	0	7:00 PM	0	0	0	0
7:15 AM	0	0	0	0	7:15 PM	0	0	0	0
7:30 AM	0	0	0	0	7:30 PM	0	0	0	0
7:45 AM	0	0	0	0	7:45 PM	0	0	0	0
8:00 AM	0	0	0	0	8:00 PM	0	0	0	0
8:15 AM	0	0	0	0	8:15 PM	0	0	0	0
8:30 AM	0	0	0	0	8:30 PM	0	0	0	0
8:45 AM	0	0	0	0	8:45 PM	0	0	0	0
9:00 AM	0	0	0	0	9:00 PM	0	0	0	0
9:15 AM	0	0	0	0	9:15 PM	0	0	0	0
9:30 AM	0	0	0	0	9:30 PM	0	0	0	0
9:45 AM	0	0	0	0	9:45 PM	0	0	0	0
10:00 AM	0	0	0	0	10:00 PM	0	0	0	0
10:15 AM	0	0	0	0	10:15 PM	0	0	0	0
10:30 AM	0	0	0	0	10:30 PM	0	0	0	0
10:45 AM	0	0	0	0	10:45 PM	0	0	0	0
11:00 AM	0	0	0	0	11:00 PM	0	0	0	0
11:15 AM	0	0	0	0	11:15 PM	0	0	0	0
11:30 AM	0	0	0	0	11:30 PM	0	0	0	0
11:45 AM	0	0	0	0	11:45 PM	0	0	0	0
AM Total	0	0	0	0	PM Total	0	0	0	0
Percentage	#DIV/0!	#DIV/0!	#DIV/0!		Percentage	#DIV/0!	#DIV/0!	#DIV/0!	
AM Peak	12:00 AM	12:00 AM	12:00 AM	12:00 AM	PM Peak	12:00 PM	12:00 PM	12:00 PM	12:00 PM
Volume	0	0	0	0	Volume	0	0	0	0
					Day Total	0	0	0	0
					Percentage	#DIV/0!	#DIV/0!	#DIV/0!	



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdiillc.com

207450 E

Weekly Report

[illegible]



**PRECISION
DATA
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

207450 E

Weekly Report

[illegible]



Location Map: 207450 Arlington, MA

Precision Data Industries, LLC 46 Morton Street, Framingham, MA 01702 ph: 508-875-0100 email: datarequests@pdillc.com



Client: Nitsch Engineering	Engineer: B. Zimolka	Site Code: TBD	Date: Tues 2/4-Wed 2/5/20	PDI Job # 207450	City, State: Arlington, MA
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PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	72	61	0	0	133	2	0	3	3	0	8	0	22	0	1	0	23	2	1	83	0	0	86	250
7:15 AM	0	0	0	0	0	0	0	72	54	1	0	127	2	0	2	1	0	5	1	24	0	2	0	27	6	1	95	0	0	102	261
7:30 AM	0	0	0	0	0	0	0	71	76	0	0	147	4	0	1	1	0	6	1	31	0	2	0	34	6	5	84	0	0	95	282
7:45 AM	0	0	0	0	0	0	0	88	61	5	0	154	7	0	6	29	0	42	6	31	0	3	0	40	16	7	103	0	0	126	362
Total	0	0	0	0	0	0	0	303	252	6	0	561	15	0	12	34	0	61	8	108	0	8	0	124	30	14	365	0	0	409	1155
8:00 AM	0	0	0	0	0	0	0	117	65	4	0	186	4	0	3	4	0	11	0	46	0	1	0	47	4	2	66	0	0	72	316
8:15 AM	0	0	0	0	0	0	0	73	63	2	0	138	3	0	1	1	0	5	1	37	0	0	0	38	4	1	78	0	0	83	264
8:30 AM	0	0	0	0	0	0	0	72	51	3	0	126	2	0	0	4	0	6	1	29	0	5	0	35	5	0	84	0	0	89	256
8:45 AM	0	0	0	0	0	0	0	92	47	3	0	142	0	0	2	1	0	3	0	30	0	2	0	32	1	3	83	1	0	88	265
Total	0	0	0	0	0	0	0	354	226	12	0	592	9	0	6	10	0	25	2	142	0	8	0	152	14	6	311	1	0	332	1101
Grand Total	0	0	0	0	0	0	0	657	478	18	0	1153	24	0	18	44	0	86	10	250	0	16	0	276	44	20	676	1	0	741	2256
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	57.0	41.5	1.6	0.0		27.9	0.0	20.9	51.2	0.0		3.6	90.6	0.0	5.8	0.0		5.9	2.7	91.2	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1	21.2	0.8	0.0	51.1	1.1	0.0	0.8	2.0	0.0	3.8	0.4	11.1	0.0	0.7	0.0	12.2	2.0	0.9	30.0	0.0	0.0	32.8	
Exiting Leg Total	1						950						48						566						691						2256
Cars	0	0	0	0	0	0	0	600	465	18	0	1083	24	0	17	41	0	82	9	247	0	15	0	271	43	19	613	1	0	676	2112
% Cars	0.0	0.0	0.0	0.0	0.0	0.0	0.0	91.3	97.3	100.0	0.0	93.9	100.0	0.0	94.4	93.2	0.0	95.3	90.0	98.8	0.0	93.8	0.0	98.2	97.7	95.0	90.7	100.0	0.0	91.2	93.6
Exiting Leg Total	1						884						46						549						632						2112
Heavy Vehicles	0	0	0	0	0	0	0	57	13	0	0	70	0	0	1	3	0	4	1	3	0	1	0	5	1	1	63	0	0	65	144
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7	2.7	0.0	0.0	6.1	0.0	0.0	5.6	6.8	0.0	4.7	10.0	1.2	0.0	6.3	0.0	1.8	2.3	5.0	9.3	0.0	0.0	8.8	6.4
Exiting Leg Total	0						66						2						17						59						144

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue											
	from North						from East						from South						from Southwest						from West											
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		Total				
7:30 AM	0	0	0	0	0	0	0	71	76	0	0	147	4	0	1	1	0	6	1	31	0	2	0	34	6	5	84	0	0	95	282					
7:45 AM	0	0	0	0	0	0	0	88	61	5	0	154	7	0	6	29	0	42	6	31	0	3	0	40	16	7	103	0	0	126	362					
8:00 AM	0	0	0	0	0	0	0	117	65	4	0	186	4	0	3	4	0	11	0	46	0	1	0	47	4	2	66	0	0	72	316					
8:15 AM	0	0	0	0	0	0	0	73	63	2	0	138	3	0	1	1	0	5	1	37	0	0	0	38	4	1	78	0	0	83	264					
Total Volume	0	0	0	0	0	0	0	349	265	11	0	625	18	0	11	35	0	64	8	145	0	6	0	159	30	15	331	0	0	376	1224					
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	55.8	42.4	1.8	0.0	28.1	0.0	17.2	54.7	0.0		5.0	91.2	0.0	3.8	0.0		8.0	4.0	88.0	0.0	0.0							
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.746	0.872	0.550	0.000	0.840	0.643	0.000	0.458	0.302	0.000	0.381	0.333	0.788	0.000	0.500	0.000	0.846	0.469	0.536	0.803	0.000	0.000	0.746	0.845					
Cars	0	0	0	0	0	0	0	325	259	11	0	595	18	0	11	33	0	62	8	143	0	6	0	157	29	15	294	0	0	338	1152					
Cars %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	93.1	97.7	100.0	0.0	95.2	100.0	0.0	100.0	94.3	0.0	96.9	100.0	98.6	0.0	100.0	0.0	98.7	96.7	100.0	88.8	0.0	0.0	89.9	94.1					
Heavy Vehicles	0	0	0	0	0	0	0	24	6	0	0	30	0	0	0	2	0	2	0	2	0	0	0	2	1	0	37	0	0	38	72					
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.9	2.3	0.0	0.0	4.8	0.0	0.0	0.0	5.7	0.0	3.1	0.0	1.4	0.0	0.0	0.0	1.3	3.3	0.0	11.2	0.0	0.0	10.1	5.9					
Cars Enter Leg	0	0	0	0	0	0	0	325	259	11	0	595	18	0	11	33	0	62	8	143	0	6	0	157	29	15	294	0	0	338	1152					
Heavy Enter Leg	0	0	0	0	0	0	0	24	6	0	0	30	0	0	0	2	0	2	0	2	0	0	0	2	1	0	37	0	0	38	72					
Total Entering Leg	0	0	0	0	0	0	0	349	265	11	0	625	18	0	11	35	0	64	8	145	0	6	0	159	30	15	331	0	0	376	1224					
Cars Exiting Leg																																				
Heavy Exiting Leg																																				
Total Exiting Leg																																				

PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	59	61	0	0	120	2	0	3	2	0	7	0	21	0	1	0	22	2	1	75	0	0	78	227
7:15 AM	0	0	0	0	0	0	0	65	51	1	0	117	2	0	1	1	0	4	0	24	0	1	0	25	6	1	87	0	0	94	240
7:30 AM	0	0	0	0	0	0	0	63	76	0	0	139	4	0	1	1	0	6	1	30	0	2	0	33	6	5	72	0	0	83	261
7:45 AM	0	0	0	0	0	0	0	81	60	5	0	146	7	0	6	27	0	40	6	30	0	3	0	39	15	7	94	0	0	116	341
Total	0	0	0	0	0	0	0	268	248	6	0	522	15	0	11	31	0	57	7	105	0	7	0	119	29	14	328	0	0	371	1069
8:00 AM	0	0	0	0	0	0	0	111	64	4	0	179	4	0	3	4	0	11	0	46	0	1	0	47	4	2	61	0	0	67	304
8:15 AM	0	0	0	0	0	0	0	70	59	2	0	131	3	0	1	1	0	5	1	37	0	0	0	38	4	1	67	0	0	72	246
8:30 AM	0	0	0	0	0	0	0	66	49	3	0	118	2	0	0	4	0	6	1	29	0	5	0	35	5	0	80	0	0	85	244
8:45 AM	0	0	0	0	0	0	0	85	45	3	0	133	0	0	2	1	0	3	0	30	0	2	0	32	1	2	77	1	0	81	249
Total	0	0	0	0	0	0	0	332	217	12	0	561	9	0	6	10	0	25	2	142	0	8	0	152	14	5	285	1	0	305	1043
Grand Total	0	0	0	0	0	0	0	600	465	18	0	1083	24	0	17	41	0	82	9	247	0	15	0	271	43	19	613	1	0	676	2112
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	55.4	42.9	1.7	0.0		29.3	0.0	20.7	50.0	0.0		3.3	91.1	0.0	5.5	0.0		6.4	2.8	90.7	0.1	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.4	22.0	0.9	0.0	51.3	1.1	0.0	0.8	1.9	0.0	3.9	0.4	11.7	0.0	0.7	0.0	12.8	2.0	0.9	29.0	0.0	0.0	32.0	
Exiting Leg Total	1						884						46						549						632						2112

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	0	0	0	63	76	0	0	139	4	0	1	1	0	6	1	30	0	2	0	33	6	5	72	0	0	83	261
7:45 AM	0	0	0	0	0	0	0	81	60	5	0	146	7	0	6	27	0	40	6	30	0	3	0	39	15	7	94	0	0	116	341
8:00 AM	0	0	0	0	0	0	0	111	64	4	0	179	4	0	3	4	0	11	0	46	0	1	0	47	4	2	61	0	0	67	304
8:15 AM	0	0	0	0	0	0	0	70	59	2	0	131	3	0	1	1	0	5	1	37	0	0	0	38	4	1	67	0	0	72	246
Total Volume	0	0	0	0	0	0	0	325	259	11	0	595	18	0	11	33	0	62	8	143	0	6	0	157	29	15	294	0	0	338	1152
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	54.6	43.5	1.8	0.0		29.0	0.0	17.7	53.2	0.0		5.1	91.1	0.0	3.8	0.0		8.6	4.4	87.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.732	0.852	0.550	0.000	0.831	0.643	0.000	0.458	0.306	0.000	0.388	0.333	0.777	0.000	0.500	0.000	0.835	0.483	0.536	0.782	0.000	0.000	0.728	0.845
Entering Leg	0	0	0	0	0	0	0	325	259	11	0	595	18	0	11	33	0	62	8	143	0	6	0	157	29	15	294	0	0	338	1152
Exiting Leg						0						455						34											342	1152	
Total						0						1050					96							478					680	2304	

PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	1	0	1	0	1	0	0	0	1	0	0	8	0	0	8	23	
7:15 AM	0	0	0	0	0	0	0	7	3	0	0	10	0	0	1	0	0	1	1	0	0	1	0	2	0	0	8	0	0	8	21	
7:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	12	0	0	12	21	
7:45 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	2	0	2	0	1	0	0	0	1	1	0	9	0	0	10	21	
Total	0	0	0	0	0	0	0	35	4	0	0	39	0	0	1	3	0	4	1	3	0	1	0	5	1	0	37	0	0	38	86	
8:00 AM	0	0	0	0	0	0	0	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	12	
8:15 AM	0	0	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	18	
8:30 AM	0	0	0	0	0	0	0	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	12	
8:45 AM	0	0	0	0	0	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	6	0	0	7	16	
Total	0	0	0	0	0	0	0	22	9	0	0	31	0	0	0	0	0	0	0	0	0	0	0	0	0	1	26	0	0	27	58	
Grand Total	0	0	0	0	0	0	0	57	13	0	0	70	0	0	1	3	0	4	1	3	0	1	0	5	1	1	63	0	0	65	144	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	81.4	18.6	0.0	0.0	0.0	0.0	0.0	25.0	75.0	0.0	0.0	20.0	60.0	0.0	20.0	0.0	0.0	1.5	1.5	96.9	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.6	9.0	0.0	0.0	48.6	0.0	0.0	0.7	2.1	0.0	2.8	0.7	2.1	0.0	0.7	0.0	3.5	0.7	0.7	43.8	0.0	0.0	45.1	0.0	
Exiting Leg Total	0						66						2						17						59						144	
Buses	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	20	0	0	21	48
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.1	0.0	0.0	0.0	34.3	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	31.7	0.0	0.0	32.3	33.3	
Exiting Leg Total	0						20						0						4						24						48	
Single-Unit Trucks	0	0	0	0	0	0	0	30	12	0	0	42	0	0	1	0	0	1	1	3	0	1	0	5	0	1	35	0	0	36	84	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.6	92.3	0.0	0.0	60.0	0.0	0.0	100.0	0.0	0.0	25.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	55.6	0.0	0.0	55.4	58.3	
Exiting Leg Total	0						38						2						12						32						84	
Articulated Trucks	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	12	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3	7.7	0.0	0.0	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.7	0.0	0.0	12.3	8.3	
Exiting Leg Total	0						8						0						1						3						12	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	13	0	0	0	13	0	0	0	1	0	1	0	1	0	0	0	1	0	0	8	0	0	8	23
7:15 AM	0	0	0	0	0	0	0	7	3	0	0	10	0	0	1	0	0	1	1	0	0	1	0	2	0	0	8	0	0	8	21
7:30 AM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	12	0	0	12	21
7:45 AM	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	2	0	2	0	1	0	0	0	1	1	0	9	0	0	10	21
Total Volume	0	0	0	0	0	0	0	35	4	0	0	39	0	0	1	3	0	4	1	3	0	1	0	5	1	0	37	0	0	38	86
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	89.7	10.3	0.0	0.0		0.0	0.0	25.0	75.0	0.0		20.0	60.0	0.0	20.0	0.0		2.6	0.0	97.4	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.673	0.333	0.000	0.000	0.750	0.000	0.000	0.250	0.375	0.000	0.500	0.250	0.750	0.000	0.250	0.000	0.625	0.250	0.000	0.771	0.000	0.000	0.792	0.935
Buses	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	38.5	0.0	0.0	0.0	100.0	0.0	75.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	24.3	0.0	0.0	26.3	32.6
Single-Unit Trucks	0	0	0	0	0	0	0	19	3	0	0	22	0	0	1	0	0	1	1	3	0	1	0	5	0	0	22	0	0	22	50
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.3	75.0	0.0	0.0	56.4	0.0	0.0	100.0	0.0	0.0	25.0	100.0	100.0	0.0	100.0	0.0	100.0	0.0	0.0	59.5	0.0	0.0	57.9	58.1
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	8
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	25.0	0.0	0.0	5.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0	15.8	9.3
Buses	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28
Single-Unit Trucks	0	0	0	0	0	0	0	19	3	0	0	22	0	0	1	0	0	1	1	3	0	1	0	5	0	0	22	0	0	22	50
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	8
Total Entering Leg	0	0	0	0	0	0	0	35	4	0	0	39	0	0	1	3	0	4	1	3	0	1	0	5	1	0	37	0	0	38	86
Buses	0						9						0						4						15						28
Single-Unit Trucks	0						25						1						3						21						50
Articulated Trucks	0						6						0						1						1				8		
Total Exiting Leg	0						40						1						8						37						86

PDI File #: 207450 A
Location: N: Driveway S: Appleton Place
Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD
Count Date: Tuesday, February 4, 2020
Start Time: 7:00 AM
End Time: 9:00 AM
Class:

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	4	10
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	3	0	0	4	9
Total	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	9	0	0	10	28
8:00 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	7	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	4	
8:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4	
8:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	5	
Total	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	20
Grand Total	0	0	0	0	0	0	0	24	0	0	0	24	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	20	0	0	21	48
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	95.2	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	6.3	0.0	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1	0.0	41.7	0.0	0.0	43.8	
Exiting Leg Total	0						20						0						4						24						48	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	4	0	0	4	10
7:15 AM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	3	0	0	4	9
Total Volume	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	0	1	0	9	0	0	10	28
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	90.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.375	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.563	0.000	0.000	0.625	0.700	
Entering Leg	0	0	0	0	0	0	0	15	0	0	0	15	0	0	0	3	0	3	0	0	0	0	0	0	1	0	9	0	0	10	28	
Exiting Leg	0						9						0						4						15						28	
Total	0						24						3						4						25						56	

PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Class:		Single-Unit Trucks																														
		Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
		from North						from East						from South						from Southwest						from West						
		Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	12	
7:15 AM	0	0	0	0	0	0	0	3	2	0	0	5	0	0	1	0	0	1	1	0	0	1	0	2	0	0	3	0	0	3	11	
7:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	11	0	0	11	17	
7:45 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	0	5	10	
Total	0	0	0	0	0	0	0	19	3	0	0	22	0	0	1	0	0	1	1	3	0	1	0	5	0	0	22	0	0	22	50	
8:00 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5	
8:15 AM	0	0	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	12	
8:30 AM	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	8	
8:45 AM	0	0	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	9	
Total	0	0	0	0	0	0	0	11	9	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	13	0	0	14	34	
Grand Total	0	0	0	0	0	0	0	30	12	0	0	42	0	0	1	0	0	1	1	3	0	1	0	5	0	1	35	0	0	36	84	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	71.4	28.6	0.0	0.0		0.0	0.0	100.0	0.0	0.0		20.0	60.0	0.0	20.0	0.0		0.0	2.8	97.2	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	35.7	14.3	0.0	0.0	50.0	0.0	0.0	1.2	0.0	0.0	1.2	1.2	3.6	0.0	1.2	0.0	6.0	0.0	1.2	41.7	0.0	0.0	42.9		
Exiting Leg Total	0						38						2						12						32						84	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	8	0	0	0	0	8	0	0	0	0	0	0	0	1	0	0	1	0	0	3	0	0	3	12
7:15 AM	0	0	0	0	0	0	0	3	2	0	0	5	0	0	1	0	0	1	1	0	0	1	0	2	0	0	3	0	0	3	11
7:30 AM	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	1	0	0	11	0	0	11	17
7:45 AM	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0	5	0	0	5	10
Total Volume	0	0	0	0	0	0	0	19	3	0	0	22	0	0	1	0	0	1	1	3	0	1	0	5	0	0	22	0	0	22	50
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	86.4	13.6	0.0	0.0		0.0	0.0	100.0	0.0	0.0		20.0	60.0	0.0	20.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.375	0.000	0.000	0.688	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.750	0.000	0.250	0.000	0.625	0.000	0.000	0.500	0.000	0.000	0.500	0.735
Entering Leg	0	0	0	0	0	0	0	19	3	0	0	22	0	0	1	0	0	1	1	3	0	1	0	5	0	0	22	0	0	22	50
Exiting Leg	0						25						1						3						21						50
Total	0						47						2						8						43						100

PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Class:		Articulated Trucks																															
		Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
		from North						from East						from South						from Southwest						from West							
		Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0		1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	8
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Grand Total	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	12
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	8.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	66.7	0.0
Exiting Leg Total	0						8						0						1						3						12		

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue							
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total Volume	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	8
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500	0.500	
Entering Leg	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	8
Exiting Leg	0						6						0						1						1						8	
Total	0						8						0						1						7						16	

PDI File #: **207450 A**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total
	from North								from East								from South								from Southwest								from West								
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4	
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6		
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	2	4
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	0	0	2	0	0	0	2	8
Grand Total	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	1	0	0	0	0	1	0	2	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	4	14
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	0.0	0.0	0.0	28.6	7.1	0.0	0.0	0.0	0.0	7.1	0.0	14.3	0.0	28.6	0.0	0.0	0.0	0.0	0.0	28.6	0.0	0.0	28.6	0.0	0.0	0.0	28.6		
Exiting Leg Total	0								9								1								0								4								14

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total		
	from North								from East								from South								from Southwest								from West										
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	0	2	0	0	0	0	2	
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	0	0	2	0	0	0	0	2	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	4	0.0	0.0	100.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	1.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500		
Entering Leg	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	4	0	0	0	0	0	0	4	0	0	2	0	0	0	0	2		
Exiting Leg	0								7								0								0								1								8		
Total	0								8								1								4								3								16		

PDI File #: 207450 A
Location: N: Driveway S: Appleton Place
Location: E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD
Count Date: Tuesday, February 4, 2020
Start Time: 7:00 AM
End Time: 9:00 AM
Class:

PRECISION
DATA
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total
	from North								from East								from South								from Southwest								from West								
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	10	1	11	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	0	5	0	5	0	0	0	0	0	0	1	1	43
7:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	23	0	23	0	0	0	0	0	15	0	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	47
7:30 AM	0	0	0	0	0	57	0	57	0	0	0	0	0	56	0	56	0	0	0	0	0	47	2	49	0	0	0	0	0	2	7	9	0	0	0	0	0	0	8	8	179
7:45 AM	0	0	0	0	0	22	0	22	0	0	0	0	0	25	2	27	0	0	0	0	0	12	1	13	0	0	0	0	0	1	2	3	0	0	0	0	0	0	1	1	66
Total	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335
8:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	15
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	8
8:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	2	9	
Total	0	0	0	0	0	5	4	9	0	0	0	0	0	5	3	8	0	0	0	0	0	4	3	7	0	0	0	0	0	5	1	6	0	0	0	0	0	2	2	4	34
Grand Total	0	0	0	0	0	100	6	106	0	0	0	0	0	121	5	126	0	0	0	0	0	92	6	98	0	0	0	0	0	13	11	24	0	0	0	0	0	2	13	15	369
Approach %	0	0	0	0	0	94.3	5.66		0	0	0	0	0	96	3.97		0	0	0	0	0	93.9	6.12		0	0	0	0	0	54.2	45.8		0	0	0	0	0	13.3	86.7		
Total %	0	0	0	0	0	27.1	1.63	28.7	0	0	0	0	0	32.8	1.36	34.1	0	0	0	0	0	24.9	1.63	26.6	0	0	0	0	0	3.52	2.98	6.5	0	0	0	0	0	0.54	3.52	4.07	
Exiting Leg Total	106								126								98								24								15								369

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total	
	from North								from East								from South								from Southwest								from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	10	1	11	0	0	0	0	0	12	0	12	0	0	0	0	0	14	0	14	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	1	1	43
7:15 AM	0	0	0	0	0	6	1	7	0	0	0	0	0	23	0	23	0	0	0	0	0	15	0	15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	47
7:30 AM	0	0	0	0	0	57	0	57	0	0	0	0	0	56	0	56	0	0	0	0	0	47	2	49	0	0	0	0	0	2	7	9	0	0	0	0	0	0	0	8	8	179
7:45 AM	0	0	0	0	0	22	0	22	0	0	0	0	0	25	2	27	0	0	0	0	0	12	1	13	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	1	1	66
Total Volume	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335	
% Approach Total	0.0	0.0	0.0	0.0	0.0	97.9	2.1		0.0	0.0	0.0	0.0	0.0	98.3	1.7		0.0	0.0	0.0	0.0	0.0	96.7	3.3		0.0	0.0	0.0	0.0	0.0	44.4	55.6		0.0	0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.417	0.500	0.425	0.000	0.000	0.000	0.000	0.000	0.518	0.250	0.527	0.000	0.000	0.000	0.000	0.000	0.468	0.375	0.464	0.000	0.000	0.000	0.000	0.000	0.400	0.357	0.500	0.000	0.000	0.000	0.000	0.000	0.344	0.344	0.468		
Entering Leg	0	0	0	0	0	95	2	97	0	0	0	0	0	116	2	118	0	0	0	0	0	88	3	91	0	0	0	0	0	8	10	18	0	0	0	0	0	0	11	11	335	
Exiting Leg	97								118								91								18								11								335	
Total	194								236								182								36								22								670	

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	0	1	1	84	39	0	0	124	2	0	2	2	0	6	1	46	0	3	0	50	1	2	99	1	0	103	284
4:15 PM	1	0	0	0	0	1	0	71	30	0	0	101	0	0	1	1	0	2	0	51	0	4	0	55	2	5	101	0	0	108	267
4:30 PM	1	1	0	0	0	2	0	84	27	2	0	113	0	0	1	0	0	1	2	57	0	3	0	62	1	5	92	2	0	100	278
4:45 PM	0	0	0	0	0	0	1	85	47	1	0	134	2	0	2	2	0	6	1	49	1	3	0	54	3	2	108	0	0	113	307
Total	3	1	0	0	0	4	2	324	143	3	0	472	4	0	6	5	0	15	4	203	1	13	0	221	7	14	400	3	0	424	1136
5:00 PM	1	0	0	0	0	1	1	77	39	1	0	118	2	0	2	0	0	4	1	74	0	1	0	76	3	0	89	0	0	92	291
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	109	1	0	114	298
5:30 PM	1	0	0	1	0	2	0	78	20	0	0	98	4	0	4	2	0	10	1	87	0	4	0	92	1	5	108	2	0	116	318
5:45 PM	1	0	0	0	0	1	1	88	31	0	0	120	3	0	2	0	0	5	1	70	0	3	0	74	4	1	105	0	0	110	310
Total	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217
Grand Total	6	2	0	1	0	9	4	633	253	4	0	894	18	1	14	8	0	41	9	520	1	23	0	553	16	23	811	6	0	856	2353
Approach %	66.7	22.2	0.0	11.1	0.0		0.4	70.8	28.3	0.4	0.0		43.9	2.4	34.1	19.5	0.0		1.6	94.0	0.2	4.2	0.0		1.9	2.7	94.7	0.7	0.0		
Total %	0.3	0.1	0.0	0.0	0.0	0.4	0.2	26.9	10.8	0.2	0.0	38.0	0.8	0.0	0.6	0.3	0.0	1.7	0.4	22.1	0.0	1.0	0.0	23.5	0.7	1.0	34.5	0.3	0.0	36.4	
Exiting Leg Total	12						1350						36						279						676						2353
Cars	6	2	0	1	0	9	4	616	251	4	0	875	18	1	14	8	0	41	9	512	1	23	0	545	16	23	791	6	0	836	2306
% Cars	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.3	99.2	100.0	0.0	97.9	100.0	100.0	100.0	0.0	100.0		100.0	98.5	100.0	100.0	0.0	98.6	100.0	100.0	97.5	100.0	0.0	97.7	98.0
Exiting Leg Total	12						1322						36						277						659						2306
Heavy Vehicles	0	0	0	0	0	0	0	17	2	0	0	19	0	0	0	0	0	0	0	8	0	0	0	8	0	0	20	0	0	20	47
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.4	0.0	0.0	2.5	0.0	0.0	2.3	2.0
Exiting Leg Total	0						28						0						2						17						47

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue							Total
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
5:00 PM	1	0	0	0	0	1	1	77	39	1	0	118	2	0	2	0	0	4	1	74	0	1	0	76	3	0	89	0	0	92	291	
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	109	1	0	114	298	
5:30 PM	1	0	0	1	0	2	0	78	20	0	0	98	4	0	4	2	0	10	1	87	0	4	0	92	1	5	108	2	0	116	318	
5:45 PM	1	0	0	0	0	1	1	88	31	0	0	120	3	0	2	0	0	5	1	70	0	3	0	74	4	1	105	0	0	110	310	
Total Volume	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217	
% Approach Total	60.0	20.0	0.0	20.0	0.0		0.5	73.2	26.1	0.2	0.0		53.8	3.8	30.8	11.5	0.0		1.5	95.5	0.0	3.0	0.0		2.1	2.1	95.1	0.7	0.0			
PHF	0.750	0.250	0.000	0.250	0.000	0.625	0.500	0.878	0.705	0.250	0.000	0.879	0.700	0.250	0.500	0.375	0.000	0.650	0.625	0.911	0.000	0.625	0.000	0.902	0.563	0.450	0.943	0.375	0.000	0.931	0.957	
Cars	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196	
Cars %	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.4	99.1	100.0	0.0	97.9	100.0	100.0	100.0	0.0	100.0		100.0	99.4	0.0	100.0	0.0	99.4	100.0	100.0	97.6	100.0	0.0	97.7	98.3	
Heavy Vehicles	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21	
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.9	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.6	0.0	0.0	2.4	0.0	0.0	2.3	1.7	
Cars Enter Leg	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196	
Heavy Enter Leg	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21	
Total Entering Leg	3	1	0	1	0	5	2	309	110	1	0	422	14	1	8	3	0	26	5	317	0	10	0	332	9	9	411	3	0	432	1217	
Cars Exiting Leg	6						731						15						122						322						1196	
Heavy Exiting Leg	0						12						0						1						8						21	
Total Exiting Leg	6						743						15						123						330						1217	

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	1	0	0	0	0	1	1	82	38	0	0	121	2	0	2	2	0	6	1	44	0	3	0	48	1	2	96	1	0	100	276
4:15 PM	1	0	0	0	0	1	0	69	30	0	0	99	0	0	1	1	0	2	0	50	0	4	0	54	2	5	98	0	0	105	261
4:30 PM	1	1	0	0	0	2	0	81	27	2	0	110	0	0	1	0	0	1	2	56	0	3	0	61	1	5	91	2	0	99	273
4:45 PM	0	0	0	0	0	0	1	83	47	1	0	132	2	0	2	2	0	6	1	47	1	3	0	52	3	2	105	0	0	110	300
Total	3	1	0	0	0	4	2	315	142	3	0	462	4	0	6	5	0	15	4	197	1	13	0	215	7	14	390	3	0	414	1110
5:00 PM	1	0	0	0	0	1	1	72	38	1	0	112	2	0	2	0	0	4	1	74	0	1	0	76	3	0	86	0	0	89	282
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	1	0	7	2	86	0	2	0	90	1	3	106	1	0	111	295
5:30 PM	1	0	0	1	0	2	0	77	20	0	0	97	4	0	4	2	0	10	1	86	0	4	0	91	1	5	105	2	0	113	313
5:45 PM	1	0	0	0	0	1	1	86	31	0	0	118	3	0	2	0	0	5	1	69	0	3	0	73	4	1	104	0	0	109	306
Total	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Grand Total	6	2	0	1	0	9	4	616	251	4	0	875	18	1	14	8	0	41	9	512	1	23	0	545	16	23	791	6	0	836	2306
Approach %	66.7	22.2	0.0	11.1	0.0		0.5	70.4	28.7	0.5	0.0		43.9	2.4	34.1	19.5	0.0		1.7	93.9	0.2	4.2	0.0		1.9	2.8	94.6	0.7	0.0		
Total %	0.3	0.1	0.0	0.0	0.0	0.4	0.2	26.7	10.9	0.2	0.0	37.9	0.8	0.0	0.6	0.3	0.0	1.8	0.4	22.2	0.0	1.0	0.0	23.6	0.7	1.0	34.3	0.3	0.0	36.3	
Exiting Leg Total						12						1322						36						277						659	2306

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
5:00 PM	1	0	0	0	0	1	1	72	38	1	0	112	2	0	2	0	0	4	1	74	0	1	0	76	3	0	86	0	0	89	282
5:15 PM	0	1	0	0	0	1	0	66	20	0	0	86	5	1	0	0	1	7	2	86	0	2	0	90	1	3	106	1	0	111	295
5:30 PM	1	0	0	1	0	2	0	77	20	0	0	97	4	0	4	2	0	10	1	86	0	4	0	91	1	5	105	2	0	113	313
5:45 PM	1	0	0	0	0	1	1	86	31	0	0	118	3	0	2	0	0	5	1	69	0	3	0	73	4	1	104	0	0	109	306
Total Volume	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
% Approach Total	60.0	20.0	0.0	20.0	0.0		0.5	72.9	26.4	0.2	0.0		53.8	3.8	30.8	11.5	0.0		1.5	95.5	0.0	3.0	0.0		2.1	2.1	95.0	0.7	0.0		
PHF	0.750	0.250	0.000	0.250	0.000	0.625	0.500	0.875	0.717	0.250	0.000	0.875	0.700	0.250	0.500	0.375	0.000	0.650	0.625	0.916	0.000	0.625	0.000	0.907	0.563	0.450	0.946	0.375	0.000	0.934	0.955
Entering Leg	3	1	0	1	0	5	2	301	109	1	0	413	14	1	8	3	0	26	5	315	0	10	0	330	9	9	401	3	0	422	1196
Exiting Leg						6						731						15						122						322	1196
Total						11						1144						41						452						744	2392

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	3	0	0	3	8
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	6	
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	5	
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	7	
Total	0	0	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	0	0	6	0	0	0	6	0	0	10	0	0	10	26	
5:00 PM	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3	
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	5	
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4	
Total	0	0	0	0	0	0	0	8	1	0	0	9	0	0	0	0	0	0	0	2	0	0	0	2	0	0	10	0	0	10	21	
Grand Total	0	0	0	0	0	0	0	17	2	0	0	19	0	0	0	0	0	0	0	8	0	0	0	8	0	0	20	0	0	20	47	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	89.5	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.2	4.3	0.0	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.0	0.0	0.0	0.0	17.0	0.0	0.0	42.6	0.0	0.0	42.6		
Exiting Leg Total	0						28						0						2						17						47	
Buses	0	0	0	0	0	0	0	13	1	0	0	14	0	0	0	0	0	0	0	2	0	0	0	2	0	0	17	0	0	17	33	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.5	50.0	0.0	0.0	73.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	85.0	0.0	0.0	85.0	70.2	
Exiting Leg Total	0						19						0						1						13						33	
Single-Unit Trucks	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	5	0	0	0	5	0	0	2	0	0	2	10	
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0	0.0	15.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	0.0	0.0	62.5	0.0	0.0	10.0	0.0	0.0	10.0	21.3	
Exiting Leg Total	0						7						0						0						3						10	
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9	50.0	0.0	0.0	10.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.5	0.0	0.0	0.0	12.5	0.0	0.0	5.0	0.0	0.0	5.0	8.5	
Exiting Leg Total	0						2						0						1						1						4	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3	0	0	3	6
4:30 PM	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	5
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	3	0	0	3	7
5:00 PM	0	0	0	0	0	0	0	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	9
Total Volume	0	0	0	0	0	0	0	12	1	0	0	13	0	0	0	0	0	0	0	4	0	0	0	4	0	0	10	0	0	10	27
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.600	0.250	0.000	0.000	0.542	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.833	0.000	0.000	0.833	0.750
Buses	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	18
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	83.3	0.0	0.0	0.0	76.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	80.0	0.0	0.0	80.0	66.7
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	0	2	6
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	0.0	0.0	0.0	75.0	0.0	0.0	20.0	0.0	0.0	20.0	22.2
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	100.0	0.0	0.0	15.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1
Buses	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	18
Single-Unit Trucks	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	2	0	0	2	6
Articulated Trucks	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
Total Entering Leg	0	0	0	0	0	0	0	12	1	0	0	13	0	0	0	0	0	0	0	4	0	0	0	4	0	0	10	0	0	10	27
Buses	0						8						0						0						10						18
Single-Unit Trucks	0						5						0						0						1						6
Articulated Trucks	0						1						0						1						1						3
Total Exiting Leg	0						14						0						1						12						27

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	0	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	17
5:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	0	0	2	4
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	2	0	0	0	2	0	0	8	0	0	8	16
Grand Total	0	0	0	0	0	0	0	13	1	0	0	14	0	0	0	0	0	0	0	2	0	0	0	2	0	0	17	0	0	17	33
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	92.9	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.4	3.0	0.0	0.0	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1	0.0	0.0	0.0	6.1	0.0	0.0	51.5	0.0	0.0	51.5	
Exiting Leg Total	0						19						0						1						13						33

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	4	
5:00 PM	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	6	
Total Volume	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	18	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.667	0.750	
Entering Leg	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	18	
Exiting Leg	0						8						0						0						10						18
Total	0						18						0						0						18						36

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total	
	from North						from East						from South						from Southwest						from West							
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	1	0	0	1	3
Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	5	0	0	1	0	0	1	8	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2	
Grand Total	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	5	0	0	0	0	5	0	0	2	0	0	2	10	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	20.0	0.0	0.0	20.0		
Exiting Leg Total	0						7						0						0						3						10	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	3
Total Volume	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	0	0	1	0	5	0	0	1	0	0	1	8
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000		0.000	0.625	0.000	0.000	0.000	0.625	0.000	0.000	0.250	0.000	0.000	0.250	0.667
Entering Leg	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	5	0	0	0	0	5	0	0	1	0	0	1	8
Exiting Leg	0						6						0						0						2						8
Total	0						8						0						5						3						16

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Grand Total	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	4
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0	0.0	25.0	0.0
Exiting Leg Total	0						2						0						1						1						4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Driveway						Massachusetts Avenue						Appleton Place						Appleton Street						Massachusetts Avenue						Total
	from North						from East						from South						from Southwest						from West						
	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:00 PM	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Volume	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000		
Entering Leg	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0		
Exiting Leg	0						1						0						1						1						
Total	0						3						0						2						1						

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total
	from North								from East								from South								from Southwest								from West								
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	3
5:00 PM	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	1	1	2	0	4	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Grand Total	0	0	0	0	0	0	1	1	2	0	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	9
Approach %	0.0	0.0	0.0	0.0	0.0	50.0	50.0			0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	11.1	11.1	22.2	0.0	55.6	0.0	0.0	0.0	0.0	0.0	55.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	22.2		
Exiting Leg Total	2								2								0								0								5								9

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total
	from North								from East								from South								from Southwest								from West								
	Right	Bear Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	0	0	0	0	0	0	1	1	2	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.500		
Entering Leg	0	0	0	0	0	1	1	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	6		
Exiting Leg	2								2								0								0								2								6
Total	4								4								0								0								4								12

PDI File #: **207450 AA**
 Location: **N: Driveway S: Appleton Place**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue SW: Appleton Street**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
DATA
INDUSTRIES, LLC

46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Driveway									Massachusetts Avenue									Appleton Place									Appleton Street									Massachusetts Avenue									Total
	from North									from East									from South									from Southwest									from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-EB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-NWB	CW-SEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total						
4:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	17				
4:15 PM	0	0	0	0	0	3	2	5	0	0	0	0	0	4	1	5	0	0	0	0	0	2	1	3	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	14					
4:30 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5							
4:45 PM	0	0	0	0	0	6	2	8	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	12						
Total	0	0	0	0	0	12	8	20	0	0	0	0	0	6	1	7	0	0	0	0	0	6	3	9	0	0	0	0	0	8	3	11	0	0	0	0	0	0	1	1	48					
5:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7						
5:15 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	1	1	10						
5:30 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	10						
5:45 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5							
Total	0	0	0	0	0	9	7	16	0	0	0	0	0	4	3	7	0	0	0	0	0	2	2	4	0	0	0	0	0	2	2	4	0	0	0	0	0	1	1	32						
Grand Total	0	0	0	0	0	21	15	36	0	0	0	0	0	10	4	14	0	0	0	0	0	8	5	13	0	0	0	0	0	10	5	15	0	0	0	0	0	2	2	80						
Approach %	0	0	0	0	0	58.3	41.7		0	0	0	0	0	71.4	28.6		0	0	0	0	0	61.5	38.5		0	0	0	0	0	66.7	33.3		0	0	0	0	0	0	100							
Total %	0	0	0	0	0	26.3	18.8	45	0	0	0	0	0	12.5	5	17.5	0	0	0	0	0	10	6.25	16.3		0	0	0	0	0	12.5	6.25	18.8		0	0	0	0	0	2.5	2.5					
Exiting Leg Total	36								14								13								15																2	80				

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Driveway								Massachusetts Avenue								Appleton Place								Appleton Street								Massachusetts Avenue								Total	
	from North								from East								from South								from Southwest								from West									
	Right	Bear Right	Thru	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-WB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-WNB	CW-SB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	0	0	0	0	0	4	2	6	0	0	0	0	0	0	0	0	0	14
4:15 PM	0	0	0	0	0	3	2	5	0	0	0	0	0	4	1	5	0	0	0	0	0	2	1	3	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	0	17	
4:30 PM	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	5			
4:45 PM	0	0	0	0	0	0	6	2	8	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	12	
Total Volume	0	0	0	0	0	12	8	20	0	0	0	0	0	6	1	7	0	0	0	0	0	6	3	9	0	0	0	0	0	8	3	11	0	0	0	0	0	0	1	1	48	
% Approach Total	0.0	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	0.0	85.7	14.3		0.0	0.0	0.0	0.0	0.0	66.7	33.3		0.0	0.0	0.0	0.0	0.0	72.7	27.3		0.0	0.0	0.0	0.0	0.0	0.0	100.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.500	0.667	0.625	0.000	0.000	0.000	0.000	0.000	0.375	0.250	0.350	0.000	0.000	0.000	0.000	0.000	0.750	0.375	0.750	0.000	0.000	0.000	0.000	0.000	0.500	0.375	0.458	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.706	
Entering Leg	0	0	0	0	0	12	8	20	0	0	0	0	0	6	1	7	0	0	0	0	0	6	3	9	0	0	0	0	0	8	3	11	0	0	0	0	0	0	1	1	48	
Exiting Leg								20								7							9		9							11						1	48			
Total								40								14							18									22						2	96			

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	26	1	5	0	0	32	1	3	0	0	0	4	1	22	95	2	0	120	1	0	0	0	0	1	0	122	1	23	0	146	303
4:15 PM	16	2	6	0	0	24	1	1	0	1	0	3	0	16	82	0	0	98	2	0	1	0	0	3	1	113	0	43	0	157	285
4:30 PM	18	0	15	0	0	33	2	5	0	0	0	7	2	13	96	0	0	111	0	0	0	0	0	0	1	115	1	34	0	151	302
4:45 PM	27	0	6	0	0	33	1	4	0	3	0	8	1	18	94	0	0	113	0	0	0	0	0	0	0	132	1	21	0	154	308
Total	87	3	32	0	0	122	5	13	0	4	0	22	4	69	367	2	0	442	3	0	1	0	0	4	2	482	3	121	0	608	1198
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	9	1	24	96	0	0	121	0	0	1	0	0	1	0	116	3	50	0	169	329
5:15 PM	15	1	8	0	0	24	0	1	0	1	0	2	1	23	72	0	0	96	2	0	0	1	0	3	1	139	1	55	0	196	321
5:30 PM	13	0	8	0	0	21	0	4	0	3	0	7	0	17	82	0	0	99	2	0	1	0	0	3	1	148	1	49	1	200	330
5:45 PM	19	3	11	0	0	33	2	3	0	0	0	5	0	20	102	3	0	125	4	0	1	0	0	5	0	137	1	40	0	178	346
Total	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
Grand Total	152	7	70	0	0	229	10	25	0	10	0	45	6	153	719	5	0	883	11	0	4	1	0	16	4	1022	9	315	1	1351	2524
Approach %	66.4	3.1	30.6	0.0	0.0		22.2	55.6	0.0	22.2	0.0		0.7	17.3	81.4	0.6	0.0		68.8	0.0	25.0	6.3	0.0		0.3	75.6	0.7	23.3	0.1		
Total %	6.0	0.3	2.8	0.0	0.0	9.1	0.4	1.0	0.0	0.4	0.0	1.8	0.2	6.1	28.5	0.2	0.0	35.0	0.4	0.0	0.2	0.0	0.0	0.6	0.2	40.5	0.4	12.5	0.0	53.5	
Exiting Leg Total	482						15						1113						16						898						2524
Cars	152	7	70	0	0	229	10	25	0	9	0	44	6	150	698	5	0	859	11	0	4	1	0	16	4	999	9	312	1	1325	2473
% Cars	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	90.0	0.0	97.8	100.0	98.0	97.1	100.0	0.0	97.3	100.0	0.0	100.0	100.0	0.0	100.0	100.0	97.7	100.0	99.0	100.0	98.1	98.0
Exiting Leg Total	476						15						1089						16						877						2473
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	3	21	0	0	24	0	0	0	0	0	0	0	23	0	3	0	26	51
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	0.0	2.2	0.0	2.0	2.9	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3	0.0	1.0	0.0	1.9	2.0
Exiting Leg Total	6						0						24						0						21						51

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	9	1	24	96	0	0	121	0	0	1	0	0	1	0	116	3	50	0	169	329
5:15 PM	15	1	8	0	0	24	0	1	0	1	0	2	1	23	72	0	0	96	2	0	0	1	0	3	1	139	1	55	0	196	321
5:30 PM	13	0	8	0	0	21	0	4	0	3	0	7	0	17	82	0	0	99	2	0	1	0	0	3	1	148	1	49	1	200	330
5:45 PM	19	3	11	0	0	33	2	3	0	0	0	5	0	20	102	3	0	125	4	0	1	0	0	5	0	137	1	40	0	178	346
Total Volume	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
% Approach Total	60.7	3.7	35.5	0.0	0.0		21.7	52.2	0.0	26.1	0.0		0.5	19.0	79.8	0.7	0.0		66.7	0.0	25.0	8.3	0.0		0.3	72.7	0.8	26.1	0.1		
PHF	0.855	0.333	0.864	0.000	0.000	0.811	0.417	0.750	0.000	0.500	0.000	0.639	0.500	0.875	0.863	0.250	0.000	0.882	0.500	0.000	0.750	0.250	0.000	0.600	0.500	0.912	0.500	0.882	0.250	0.929	0.958
Cars	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300
Cars %	100.0	100.0	100.0	0.0	0.0	100.0	100.0	100.0	0.0	83.3	0.0	95.7	100.0	97.6	96.6	100.0	0.0	96.8	100.0	0.0	100.0	100.0	0.0	100.0	100.0	98.1	100.0	99.5	100.0	98.5	98.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	10	0	1	0	11	26
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.7	0.0	4.3	0.0	2.4	3.4	0.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.5	0.0	1.5	2.0
Cars Enter Leg	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	10	0	1	0	11	26
Total Entering Leg	65	4	38	0	0	107	5	12	0	6	0	23	2	84	352	3	0	441	8	0	3	1	0	12	2	540	6	194	1	743	1326
Cars Exiting Leg	283						8						581						9						419						1300
Heavy Exiting Leg	3						0						11						0						12						26
Total Exiting Leg	286						8						592						9						431						1326

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	26	1	5	0	0	32	1	3	0	0	0	4	1	21	93	2	0	117	1	0	0	0	0	1	0	118	1	23	0	142	296
4:15 PM	16	2	6	0	0	24	1	1	0	1	0	3	0	16	80	0	0	96	2	0	1	0	0	3	1	110	0	42	0	153	279
4:30 PM	18	0	15	0	0	33	2	5	0	0	0	7	2	13	93	0	0	108	0	0	0	0	0	0	1	113	1	34	0	149	297
4:45 PM	27	0	6	0	0	33	1	4	0	3	0	8	1	18	92	0	0	111	0	0	0	0	0	0	0	128	1	20	0	149	301
Total	87	3	32	0	0	122	5	13	0	4	0	22	4	68	358	2	0	432	3	0	1	0	0	4	2	469	3	119	0	593	1173
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	9	1	22	90	0	0	113	0	0	1	0	0	1	0	113	3	50	0	166	318
5:15 PM	15	1	8	0	0	24	0	1	0	1	0	2	1	23	71	0	0	95	2	0	0	1	0	3	1	136	1	55	0	193	317
5:30 PM	13	0	8	0	0	21	0	4	0	2	0	6	0	17	81	0	0	98	2	0	1	0	0	3	1	146	1	48	1	197	325
5:45 PM	19	3	11	0	0	33	2	3	0	0	0	5	0	20	98	3	0	121	4	0	1	0	0	5	0	135	1	40	0	176	340
Total	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300
Grand Total	152	7	70	0	0	229	10	25	0	9	0	44	6	150	698	5	0	859	11	0	4	1	0	16	4	999	9	312	1	1325	2473
Approach %	66.4	3.1	30.6	0.0	0.0		22.7	56.8	0.0	20.5	0.0		0.7	17.5	81.3	0.6	0.0		68.8	0.0	25.0	6.3	0.0		0.3	75.4	0.7	23.5	0.1		
Total %	6.1	0.3	2.8	0.0	0.0	9.3	0.4	1.0	0.0	0.4	0.0	1.8	0.2	6.1	28.2	0.2	0.0	34.7	0.4	0.0	0.2	0.0	0.0	0.6	0.2	40.4	0.4	12.6	0.0	53.6	
Exiting Leg Total	476						15						1089						16						877						2473

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
5:00 PM	18	0	11	0	0	29	3	4	0	2	0	9	1	22	90	0	0	113	0	0	1	0	0	1	0	113	3	50	0	166	318	
5:15 PM	15	1	8	0	0	24	0	1	0	1	0	2	1	23	71	0	0	95	2	0	0	1	0	0	3	1	136	1	55	0	193	317
5:30 PM	13	0	8	0	0	21	0	4	0	2	0	6	0	17	81	0	0	98	2	0	1	0	0	3	1	146	1	48	1	197	325	
5:45 PM	19	3	11	0	0	33	2	3	0	0	0	5	0	20	98	3	0	121	4	0	1	0	0	5	0	135	1	40	0	176	340	
Total Volume	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300	
% Approach Total	60.7	3.7	35.5	0.0	0.0		22.7	54.5	0.0	22.7	0.0		0.5	19.2	79.6	0.7	0.0		66.7	0.0	25.0	8.3	0.0		0.3	72.4	0.8	26.4	0.1			
PHF	0.855	0.333	0.864	0.000	0.000	0.811	0.417	0.750	0.000	0.625	0.000	0.611	0.500	0.891	0.867	0.250	0.000	0.882	0.500	0.000	0.750	0.250	0.000	0.600	0.500	0.908	0.500	0.877	0.250	0.929	0.956	
Entering Leg	65	4	38	0	0	107	5	12	0	5	0	22	2	82	340	3	0	427	8	0	3	1	0	12	2	530	6	193	1	732	1300	
Exiting Leg						283						8						581						9						419	1300	
Total						390						30						1008						21						1151	2600	

PDI File #: 207450 BBCC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
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PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue							Total
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	4	7
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	1	0	4	6	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	7	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	0	0	13	0	2	0	15	25
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	0	3	0	0	0	3	11
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	1	0	3	5	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6	
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	2	12	0	0	14	0	0	0	0	0	0	0	0	10	0	1	0	11	26
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	3	21	0	0	24	0	0	0	0	0	0	0	0	23	0	3	0	26	51
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	12.5	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	88.5	0.0	11.5	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	5.9	41.2	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	45.1	0.0	5.9	0.0	51.0		
Exiting Leg Total	6						0						24						0						21						51	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	18	0	0	0	18	34
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.2	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	78.3	0.0	0.0	0.0	69.2	66.7
Exiting Leg Total	0						0						18						0						16						34	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	1	0	1	0	3	4	0	0	7	0	0	0	0	0	0	0	0	4	0	3	0	7	15
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	19.0	0.0	0.0	29.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	17.4	0.0	100.0	0.0	26.9	29.4
Exiting Leg Total	6						0						5						0						4						15	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.0	4.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0	0.0	3.8	3.9
Exiting Leg Total	0						0						1						0						1						2	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3	0	1	0	4	6	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	0	0	0	2	5	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4	0	1	0	5	7	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	6	0	0	8	0	0	0	0	0	0	0	3	0	0	0	3	11	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	0	12	0	2	0	14	29	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.3	86.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	85.7	0.0	14.3	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.542	0.000	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.500	0.000	0.700	0.659	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	8	0	0	0	8	18	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	76.9	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	57.1	62.1	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9	
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	15.4	0.0	0.0	26.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	100.0	0.0	35.7	31.0	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.7	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	0.0	0.0	0.0	7.1	6.9	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	8	0	0	0	8	18	
Single-Unit Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2	
Total Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	0	0	12	0	2	0	14	29
Buses	0						0						8						0						10						18	
Single-Unit Trucks	4						0						3						0						2						9	
Articulated Trucks	0						0						1						0						1						2	
Total Exiting Leg	4						0						12						0						13						29	

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
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PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Buses

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	5
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	9	0	0	0	9	17
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	2	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	4
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	9	0	0	0	9	17
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	0	0	18	0	0	0	18	34
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	47.1	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	0.0	52.9	
Exiting Leg Total	0						0						18						0						16						34	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue								
	from North						from Northeast						from East						from South						from West								
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	3	5
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	3
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	2	6
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	0	8	18
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.667	0.750	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	0	0	8	0	0	0	0	8	18
Exiting Leg	0						0						8						0						10						18		
Total	0						0						18						0						18						36		

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0	3	0	2	0	5	7
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	2	3	0	0	0	5	0	0	0	0	0	0	0	1	0	1	0	2	8
Grand Total	0	0	0	0	0	0	0	0	0	1	0	1	0	3	4	0	0	7	0	0	0	0	0	0	0	0	4	0	3	0	7	15
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	42.9	57.1	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	57.1	0.0	42.9	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7	0.0	6.7	0.0	20.0	26.7	0.0	0.0	46.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.7	0.0	20.0	0.0	46.7	
Exiting Leg Total	6						0						5						0						4						15	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue							
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	4
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	4	0	0	0	0	0	0	0	3	0	2	0	5	9
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	50.0	50.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	60.0	0.0	40.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.500	0.000	0.417	0.563	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	0	0	3	0	2	0	5	9
Exiting Leg	4						0						3						0						2						9	
Total	4						0						7						0						7						18	

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	0						0						1						0						1						

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue							
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Exiting Leg	0						0						1						0						1						2	
Total	0						0						2						0						2						4	

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	2	0	0	2	4		
5:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	2	6		
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	2	6			
Grand Total	1	1	0	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	10		
Approach %	50.0	50.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0				
Total %	10.0	10.0	0.0	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0	10.0	0.0	0.0	0.0	10.0	0.0	0.0	30.0	0.0	0.0	0.0	30.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.0	20.0	0.0	0.0	0.0	10.0	40.0				
Exiting Leg Total	0								0								3								2								5								10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street							Mirak Mill Park West Driveway							Massachusetts Avenue							Burton Street							Massachusetts Avenue							Total					
	from North							from Northeast							from East							from South							from West												
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left		Left	U-Turn	CW-NB	CW-SB	Total
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
5:00 PM	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2	6
Total Volume	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	9	
% Approach Total	50.0	50.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	50.0	0.0	0.0	0.0	0.0	25.0			
PHF	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.500	0.375	
Entering Leg	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	4	9	
Exiting Leg	0							0							2							2							5							9					
Total	2							0							5							2							9							18					

PDI File #: **207450 BBCC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:

**PRECISION
D A T A
INDUSTRIES, LLC**

46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Pedestrians

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total	
	from North								from Northeast								from East								from South								from West									
	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	2	2	10
4:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	3	1	4	12	
4:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	5		
4:45 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	21	
Total	0	0	0	0	0	9	4	13	0	0	0	0	0	9	5	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	8	13	0	0	0	0	0	5	3	8	48	
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	7		
5:15 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	16	
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	2	10	
5:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	5		
Total	0	0	0	0	0	6	4	10	0	0	0	0	0	8	6	14	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	10	0	0	0	0	0	1	3	4	38	
Grand Total	0	0	0	0	0	15	8	23	0	0	0	0	0	17	11	28	0	0	0	0	0	0	0	0	0	0	0	0	0	10	13	23	0	0	0	0	0	6	6	12	86	
Approach %	0	0	0	0	0	65.2	34.8		0	0	0	0	0	60.7	39.3		0	0	0	0	0	0	0	0	0	0	0	0	0	43.5	56.5		0	0	0	0	0	50	50			
Total %	0	0	0	0	0	17.4	9.3	26.7	0	0	0	0	0	19.8	12.8	32.6	0	0	0	0	0	0	0	0	0	0	0	0	0	11.6	15.1	26.7	0	0	0	0	0	6.98	6.98	14		
Exiting Leg Total	23								28								0								23																12	86

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
4:45 PM	0	0	0	0	0	5	2	7	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	0	1	0	1	21
5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	1	7	
5:15 PM	0	0	0	0	0	3	3	6	0	0	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	1	1	16
5:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	1	1	2	10
Total Volume	0	0	0	0	0	11	5	16	0	0	0	0	0	13	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	0	2	3	5	54
% Approach Total	0.0	0.0	0.0	0.0	0.0	68.8	31.3		0.0	0.0	0.0	0.0	0.0	68.4	31.6		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	40.0	60.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.550	0.417	0.571	0.000	0.000	0.000	0.000	0.000	0.542	0.750	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.583	0.700	0.000	0.000	0.000	0.000	0.000	0.500	0.750	0.625	0.643	
Entering Leg	0	0	0	0	0	11	5	16	0	0	0	0	0	13	6	19	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7	14	0	0	0	0	0	2	3	5	54
Exiting Leg								16								19																14							5	54	
Total								32								38																28						10	108		

PDI File #: **207450 BC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	46	4	20	0	0	70	0	1	0	0	0	1	0	8	90	0	0	98	3	0	1	0	0	4	0	88	2	13	0	103	276
7:15 AM	50	3	13	1	0	67	0	0	0	0	0	0	1	6	75	0	0	82	3	0	0	0	0	3	0	106	3	10	0	119	271
7:30 AM	53	11	13	0	0	77	0	0	0	0	0	0	3	29	102	1	1	136	8	0	2	0	0	10	0	97	2	22	0	121	344
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	116	5	0	146	9	0	7	0	0	16	0	111	5	25	0	141	373
Total	190	27	66	1	0	284	0	1	0	0	0	1	4	68	383	6	1	462	23	0	10	0	0	33	0	402	12	70	0	484	1264
8:00 AM	57	1	21	0	0	79	1	0	0	1	0	2	2	27	124	2	0	155	0	0	0	0	0	0	1	82	4	28	0	115	351
8:15 AM	43	1	11	0	0	55	0	0	0	0	0	0	1	13	90	0	0	104	1	1	0	0	0	2	0	93	9	13	0	115	276
8:30 AM	31	0	10	1	0	42	0	0	0	0	0	0	0	14	93	0	0	107	4	0	2	1	0	7	0	103	4	13	0	120	276
8:45 AM	28	1	10	1	0	40	0	0	0	2	0	2	1	14	115	0	0	130	2	0	0	2	0	4	0	98	4	13	0	115	291
Total	159	3	52	2	0	216	1	0	0	3	0	4	4	68	422	2	0	496	7	1	2	3	0	13	1	376	21	67	0	465	1194
Grand Total	349	30	118	3	0	500	1	1	0	3	0	5	8	136	805	8	1	958	30	1	12	3	0	46	1	778	33	137	0	949	2458
Approach %	69.8	6.0	23.6	0.6	0.0		20.0	20.0	0.0	60.0	0.0		0.8	14.2	84.0	0.8	0.1		65.2	2.2	26.1	6.5	0.0		0.1	82.0	3.5	14.4	0.0		
Total %	14.2	1.2	4.8	0.1	0.0	20.3	0.0	0.0	0.0	0.1	0.0	0.2	0.3	5.5	32.8	0.3	0.0	39.0	1.2	0.0	0.5	0.1	0.0	1.9	0.0	31.7	1.3	5.6	0.0	38.6	
Exiting Leg Total	286						45						930						39						1158						2458
Cars	340	30	113	3	0	486	1	1	0	3	0	5	8	132	749	8	1	898	30	1	12	2	0	45	1	713	33	133	0	880	2314
% Cars	97.4	100.0	95.8	100.0	0.0	97.2	100.0	100.0	0.0	100.0	0.0	100.0	100.0	97.1	93.0	100.0	93.7	100.0	100.0	100.0	66.7	0.0	97.8	100.0	91.6	100.0	97.1	0.0	92.7	94.1	
Exiting Leg Total	278						45						860						39						1092						2314
Heavy Vehicles	9	0	5	0	0	14	0	0	0	0	0	0	0	4	56	0	0	60	0	0	0	1	0	1	0	65	0	4	0	69	144
% Heavy Vehicles	2.6	0.0	4.2	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	7.0	0.0	0.0	6.3	0.0	0.0	0.0	33.3	0.0	2.2	0.0	8.4	0.0	2.9	0.0	7.3	5.9
Exiting Leg Total	8						0						70						0						66						144

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:30 AM	53	11	13	0	0	77	0	0	0	0	0	0	3	29	102	1	1	136	8	0	2	0	0	10	0	97	2	22	0	121	344
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	116	5	0	146	9	0	7	0	0	16	0	111	5	25	0	141	373
8:00 AM	57	1	21	0	0	79	1	0	0	1	0	2	2	27	124	2	0	155	0	0	0	0	0	0	1	82	4	28	0	115	351
8:15 AM	43	1	11	0	0	55	0	0	0	0	0	0	1	13	90	0	0	104	1	1	0	0	0	2	0	93	9	13	0	115	276
Total Volume	194	22	65	0	0	281	1	0	0	1	0	2	6	94	432	8	1	541	18	1	9	0	0	28	1	383	20	88	0	492	1344
% Approach Total	69.0	7.8	23.1	0.0	0.0		50.0	0.0	0.0	50.0	0.0		1.1	17.4	79.9	1.5	0.2		64.3	3.6	32.1	0.0	0.0		0.2	77.8	4.1	17.9	0.0		
PHF	0.851	0.500	0.774	0.000	0.000	0.889	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.810	0.871	0.400	0.250	0.873	0.500	0.250	0.321	0.000	0.000	0.438	0.250	0.863	0.556	0.786	0.000	0.872	0.901
Cars	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Cars %	98.5	100.0	96.9	0.0	0.0	98.2	100.0	0.0	0.0	100.0	0.0	100.0	100.0	98.9	94.2	100.0	95.2	100.0	100.0	100.0	0.0	0.0	100.0	100.0	90.6	100.0	96.6	0.0	92.1	94.8	
Heavy Vehicles	3	0	2	0	0	5	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	36	0	3	0	39	70
Heavy Vehicles %	1.5	0.0	3.1	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	5.8	0.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.4	0.0	3.4	0.0	7.9	5.2
Cars Enter Leg	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Heavy Enter Leg	3	0	2	0	0	5	0	0	0	0	0	0	0	1	25	0	0	26	0	0	0	0	0	0	0	36	0	3	0	39	70
Total Entering Leg	194	22	65	0	0	281	1	0	0	1	0	2	6	94	432	8	1	541	18	1	9	0	0	28	1	383	20	88	0	492	1344
Cars Exiting Leg	188						27						430						31						598						1274
Heavy Exiting Leg	4						0						38						0						28						70
Total Exiting Leg	192						27						468						31						626						1344

PDI File #: **207450 BC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	44	4	18	0	0	66	0	1	0	0	0	1	0	8	79	0	0	87	3	0	1	0	0	4	0	79	2	13	0	94	252
7:15 AM	48	3	13	1	0	65	0	0	0	0	0	0	1	5	69	0	0	75	3	0	0	0	0	3	0	97	3	10	0	110	253
7:30 AM	52	11	13	0	0	76	0	0	0	0	0	0	3	28	94	1	1	127	8	0	2	0	0	10	0	88	2	19	0	109	322
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	110	5	0	140	9	0	7	0	0	16	0	100	5	25	0	130	356
Total	185	27	64	1	0	277	0	1	0	0	0	1	4	66	352	6	1	429	23	0	10	0	0	33	0	364	12	67	0	443	1183
8:00 AM	57	1	19	0	0	77	1	0	0	1	0	2	2	27	118	2	0	149	0	0	0	0	0	0	1	77	4	28	0	110	338
8:15 AM	41	1	11	0	0	53	0	0	0	0	0	0	1	13	85	0	0	99	1	1	0	0	0	2	0	82	9	13	0	104	258
8:30 AM	30	0	10	1	0	41	0	0	0	0	0	0	0	13	86	0	0	99	4	0	2	1	0	7	0	98	4	12	0	114	261
8:45 AM	27	1	9	1	0	38	0	0	0	2	0	2	1	13	108	0	0	122	2	0	0	1	0	3	0	92	4	13	0	109	274
Total	155	3	49	2	0	209	1	0	0	3	0	4	4	66	397	2	0	469	7	1	2	2	0	12	1	349	21	66	0	437	1131
Grand Total	340	30	113	3	0	486	1	1	0	3	0	5	8	132	749	8	1	898	30	1	12	2	0	45	1	713	33	133	0	880	2314
Approach %	70.0	6.2	23.3	0.6	0.0		20.0	20.0	0.0	60.0	0.0		0.9	14.7	83.4	0.9	0.1		66.7	2.2	26.7	4.4	0.0		0.1	81.0	3.8	15.1	0.0		
Total %	14.7	1.3	4.9	0.1	0.0	21.0	0.0	0.0	0.0	0.1	0.0	0.2	0.3	5.7	32.4	0.3	0.0	38.8	1.3	0.0	0.5	0.1	0.0	1.9	0.0	30.8	1.4	5.7	0.0	38.0	
Exiting Leg Total						278						45					860						39							1092	2314

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:30 AM	52	11	13	0	0	76	0	0	0	0	0	0	3	28	94	1	1	127	8	0	2	0	0	10	0	88	2	19	0	109	322
7:45 AM	41	9	20	0	0	70	0	0	0	0	0	0	0	25	110	5	0	140	9	0	7	0	0	16	0	100	5	25	0	130	356
8:00 AM	57	1	19	0	0	77	1	0	0	1	0	2	2	27	118	2	0	149	0	0	0	0	0	0	1	77	4	28	0	110	338
8:15 AM	41	1	11	0	0	53	0	0	0	0	0	0	1	13	85	0	0	99	1	1	0	0	0	2	0	82	9	13	0	104	258
Total Volume	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
% Approach Total	69.2	8.0	22.8	0.0	0.0		50.0	0.0	0.0	50.0	0.0		1.2	18.1	79.0	1.6	0.2		64.3	3.6	32.1	0.0	0.0		0.2	76.6	4.4	18.8	0.0		
PHF	0.838	0.500	0.788	0.000	0.000	0.896	0.250	0.000	0.000	0.250	0.000	0.250	0.500	0.830	0.862	0.400	0.250	0.864	0.500	0.250	0.321	0.000	0.000	0.438	0.250	0.868	0.556	0.759	0.000	0.871	0.895
Entering Leg	191	22	63	0	0	276	1	0	0	1	0	2	6	93	407	8	1	515	18	1	9	0	0	28	1	347	20	85	0	453	1274
Exiting Leg						188						27						430						31						598	1274
Total						464						29					945						59							1051	2548

PDI File #: 207450 BC
 Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue							
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	9	0	0	0	9	24
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	0	9	0	0	0	9	18
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	0	9	0	3	0	12	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	0	11	17
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	0	38	0	3	0	41	81
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	5	0	0	0	5	13
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	11	0	0	0	11	18
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	0	0	5	0	1	0	6	15
8:45 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	1	7	0	0	8	0	0	0	1	0	1	0	6	0	0	0	0	6	17
Total	4	0	3	0	0	7	0	0	0	0	0	0	0	2	25	0	0	27	0	0	0	1	0	1	0	27	0	1	0	28	63	
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	4	56	0	0	60	0	0	0	1	0	1	0	65	0	4	0	69	144	
Approach %	64.3	0.0	35.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	6.7	93.3	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	94.2	0.0	5.8	0.0			
Total %	6.3	0.0	3.5	0.0	0.0	9.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	38.9	0.0	0.0	41.7	0.0	0.0	0.0	0.7	0.0	0.7	0.0	45.1	0.0	2.8	0.0	47.9		
Exiting Leg Total	8						0						70						0						66						144	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	21	0	0	0	21	45
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.3	0.0	0.0	0.0	30.4	31.3
Exiting Leg Total	0						0						21						0						24						45	
Single-Unit Trucks	9	0	5	0	0	14	0	0	0	0	0	0	0	3	29	0	0	32	0	0	0	1	0	1	0	38	0	3	0	41	88	
% Single-Unit	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	75.0	51.8	0.0	0.0	53.3	0.0	0.0	0.0	100.0	0.0	100.0	0.0	58.5	0.0	75.0	0.0	59.4	61.1	
Exiting Leg Total	6						0						43						0						39						88	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	6	0	1	0	7	11
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	5.4	0.0	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	0.0	25.0	0.0	10.1	7.6
Exiting Leg Total	2						0						6						0						3						11	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	0	0	9	0	0	0	9	24
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	0	9	0	0	0	0	9	18
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	0	9	0	3	0	12	22	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	11	0	0	0	11	17
Total Volume	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	0	38	0	3	0	41	81
% Approach Total	71.4	0.0	28.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	6.1	93.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	92.7	0.0	7.3	0.0			
PHF	0.625	0.000	0.250	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.705	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.864	0.000	0.250	0.000	0.854	0.844	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24	
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.4	0.0	0.0	45.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.7	0.0	0.0	0.0	22.0	29.6	
Single-Unit Trucks	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	50	
Single-Unit %	100.0	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	48.4	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	63.2	0.0	66.7	0.0	63.4	61.7	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	7	
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.2	0.0	33.3	0.0	14.6	8.6	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	9	0	0	0	9	24	
Single-Unit Trucks	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	24	0	2	0	26	50	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	7	
Total Entering Leg	5	0	2	0	0	7	0	0	0	0	0	0	0	2	31	0	0	33	0	0	0	0	0	0	0	38	0	3	0	41	81	
Buses	0						0						9						0						15						24	
Single-Unit Trucks	4						0						26						0						20						50	
Articulated Trucks	1						0						5						0						1						7	
Total Exiting Leg	5						0						40						0						36						81	

PDI File #: 207450 BC
Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
Location: E: Massachusetts Avenue W: Massachusetts Avenue
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD
Count Date: Tuesday, February 4, 2020
Start Time: 7:00 AM
End Time: 9:00 AM
Class:

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Buses

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	4	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	2	0	0	0	2	6	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	3	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	9	0	0	0	9	24
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	5
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	0	0	12	0	0	0	12	21
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	21	0	0	0	21	45
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.3	0.0	0.0	53.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0	0.0	46.7	
Exiting Leg Total	0						0						21						0						24						45	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue							
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	0	0	9
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	2	0	0	0	0	6	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	6	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	9	0	0	0	0	24	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.000	0.563	0.667	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	0	0	9	0	0	0	0	24	
Exiting Leg	0						0						9						0						15						24	
Total	0						0						24						0						24						48	

PDI File #: **207450 BC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Single-Unit Trucks

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	0	4	0	0	0	4	14
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4	0	0	0	0	4	9
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	9	0	2	0	11	18
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	7	9
Total	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	0	24	0	2	0	26	50
8:00 AM	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	6
8:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	6	12
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	0	3	0	1	0	4	10
8:45 AM	1	0	1	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	1	0	1	0	4	0	0	0	0	4	10
Total	4	0	3	0	0	7	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	1	0	1	0	14	0	1	0	15	38	
Grand Total	9	0	5	0	0	14	0	0	0	0	0	0	0	3	29	0	0	32	0	0	0	1	0	1	0	38	0	3	0	41	88	
Approach %	64.3	0.0	35.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	9.4	90.6	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.0	92.7	0.0	7.3	0.0			
Total %	10.2	0.0	5.7	0.0	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	33.0	0.0	0.0	36.4	0.0	0.0	0.0	1.1	0.0	1.1	0.0	43.2	0.0	3.4	0.0	46.6		
Exiting Leg Total	6						0						43						0						39						88	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total	
	from North						from Northeast						from East						from South						from West							
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total		
7:00 AM	2	0	2	0	0	4	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	14	
7:15 AM	2	0	0	0	0	2	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4	0	0	4	9	
7:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	0	0	9	0	2	0	11	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9	
Total Volume	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	0	24	0	2	0	26	50
% Approach Total	71.4	0.0	28.6	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	11.8	88.2	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	92.3	0.0	7.7	0.0			
PHF	0.625	0.000	0.250	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.625	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.250	0.000	0.591	0.694
Entering Leg	5	0	2	0	0	7	0	0	0	0	0	0	0	2	15	0	0	17	0	0	0	0	0	0	0	0	24	0	2	0	26	50
Exiting Leg	4						0						26						0						20						50	
Total	11						0						43						0						46						100	

PDI File #: **207450 BC**
 Location: **N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 DATA
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Articulated Trucks

	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						Total
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	1	0	0	0	1	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	6	0	1	0	7	
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	25.0	75.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	85.7	0.0	14.3	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	27.3	0.0	0.0	36.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	54.5	0.0	9.1	0.0	63.6	
Exiting Leg Total	2						0						6						0						3						11

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Mirak Mill Park West Driveway						Massachusetts Avenue						Burton Street						Massachusetts Avenue						
	from North						from Northeast						from East						from South						from West						
	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	Right	Thru	Bear Left	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	83.3	0.0	16.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.250	0.000	0.500	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	5	0	1	0	6	
Exiting Leg	1						0						5						0						1						
Total	1						0						6						0						7						

PDI File #: 207450 BC
Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
Location: E: Massachusetts Avenue W: Massachusetts Avenue
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD
Count Date: Tuesday, February 4, 2020
Start Time: 7:00 AM
End Time: 9:00 AM
Class:

PRECISION
D A T A
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Bicycles (on Roadway and Crosswalks)

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total	
	from North								from Northeast								from East								from South								from West									
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	4	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0	3	0	0	0	7	8		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	0	0	5	0	3	0	0	0	8	12		
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	37.5	0.0	0.0	0.0				
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.7	0.0	25.0	0.0	0.0	0.0	66.7			
Exiting Leg Total	3								0								5								0								4								12	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Forest Street							Mirak Mill Park West Driveway							Massachusetts Avenue							Burton Street							Massachusetts Avenue							Total						
	from North							from Northeast							from East							from South							from West													
	Right	Thru	Left	Hard Left	U-Turn	CW-EB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Bear Left		Left	U-Turn	CW-NB	CW-SB	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	3	0	1	0	0	0	4	5	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	3	0	0	0	7	8	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	57.1	0.0	42.9	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.750	0.000	0.000	0.000	0.438	0.400	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	3	0	0	0	7	8	
Exiting Leg																																									1	8
Total	3							0							5							0							8							16						

PDI File #: 207450 BC
Location: N: Forest Street S: Burton Street NE: Mirak Mill Park West Driveway
Location: E: Massachusetts Avenue W: Massachusetts Avenue
City, State: Arlington, MA
Client: Nitsch Eng/B.Zimolka
Site Code: TBD
Count Date: Tuesday, February 4, 2020
Start Time: 7:00 AM
End Time: 9:00 AM
Class:

PRECISION
DATA
INDUSTRIES, LLC
46 Morton Street, Framingham, MA 01702
Office: 508-875-0100 Fax: 508-875-0118
Email: datarequests@pdillc.com

Pedestrians

	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SEB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	6	
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6					
7:30 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	28	28	38		
7:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	16	16	23		
Total	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	47	48	73		
8:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3						
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			
8:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	0	1	7		
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4		
Total	0	0	0	0	0	1	2	3	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	1	1	2	15		
Grand Total	0	0	0	0	0	2	10	12	0	0	0	0	0	11	5	16	0	0	0	0	0	0	0	0	0	0	0	0	4	6	10	0	0	0	0	2	48	50	88		
Approach %	0	0	0	0	0	16.7	83.3		0	0	0	0	0	68.8	31.3		0	0	0	0	0	0	0	0	0	0	0	0	40	60		0	0	0	0	4	96				
Total %	0	0	0	0	0	2.27	11.4	13.6	0	0	0	0	0	12.5	5.68	18.2	0	0	0	0	0	0	0	0	0	0	0	0	4.55	6.82	11.4	0	0	0	0	2.27	54.5	56.8			
Exiting Leg Total	12								16								0								10								50								88

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street								Mirak Mill Park West Driveway								Massachusetts Avenue								Burton Street								Massachusetts Avenue								Total
	from North								from Northeast								from East								from South								from West								
	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-WB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Thru	Bear Left	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	1	1	6	
7:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	6	3	6			
7:30 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	28	28	38		
7:45 AM	0	0	0	0	0	0	4	4	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	16	16	23		
Total Volume	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	1	47	48	73		
% Approach Total	0.0	0.0	0.0	0.0	0.0	11.1	88.9		0.0	0.0	0.0	0.0	0.0	75.0	25.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5	62.5		0.0	0.0	0.0	0.0	0.0	2.1	97.9			
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.563	0.000	0.000	0.000	0.000	0.000	0.750	0.250	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.313	0.500	0.000	0.000	0.000	0.000	0.000	0.250	0.420	0.429	0.480	
Entering Leg	0	0	0	0	0	1	8	9	0	0	0	0	0	6	2	8	0	0	0	0	0	0	0	0	0	0	0	0	3	5	8	0	0	0	0	0	1	47	48	73	
Exiting Leg								9								8																8						48		73	
Total								18							16		0														16							96		146	

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:

PRECISION
 D A T A
 INDUSTRIES, LLC
 46 Morton Street, Framingham, MA 01702
 Office: 508-875-0100 Fax: 508-875-0118
 Email: datarequests@pdillc.com

Cars and Heavy Vehicles (Combined)

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	94	0	0	94	0	1	0	1	0	113	1	114	209
7:15 AM	79	0	0	79	0	2	0	2	0	115	0	115	196
7:30 AM	138	0	0	138	3	0	0	3	1	123	0	124	265
7:45 AM	143	0	0	143	0	1	0	1	0	139	0	139	283
Total	454	0	0	454	3	4	0	7	1	490	1	492	953
8:00 AM	152	0	0	152	4	0	0	4	0	105	0	105	261
8:15 AM	104	0	0	104	0	0	0	0	1	103	0	104	208
8:30 AM	107	0	0	107	0	1	0	1	0	120	0	120	228
8:45 AM	130	0	0	130	0	0	0	0	0	112	0	112	242
Total	493	0	0	493	4	1	0	5	1	440	0	441	939
Grand Total	947	0	0	947	7	5	0	12	2	930	1	933	1892
Approach %	100.0	0.0	0.0		58.3	41.7	0.0		0.2	99.7	0.1		
Total %	50.1	0.0	0.0	50.1	0.4	0.3	0.0	0.6	0.1	49.2	0.1	49.3	
Exiting Leg Total	937				2				953				1892
Cars	886	0	0	886	7	5	0	12	2	855	1	858	1756
% Cars	93.6	0.0	0.0	93.6	100.0	100.0	0.0	100.0	100.0	91.9	100.0	92.0	92.8
Exiting Leg Total	862				2				892				1756
Heavy Vehicles	61	0	0	61	0	0	0	0	0	75	0	75	136
% Heavy Vehicles	6.4	0.0	0.0	6.4	0.0	0.0	0.0	0.0	0.0	8.1	0.0	8.0	7.2
Exiting Leg Total	75				0				61				136

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	138	0	0	138	3	0	0	3	1	123	0	124	265
7:45 AM	143	0	0	143	0	1	0	1	0	139	0	139	283
8:00 AM	152	0	0	152	4	0	0	4	0	105	0	105	261
8:15 AM	104	0	0	104	0	0	0	0	1	103	0	104	208
Total Volume	537	0	0	537	7	1	0	8	2	470	0	472	1017
% Approach Total	100.0	0.0	0.0		87.5	12.5	0.0		0.4	99.6	0.0		
PHF	0.883	0.000	0.000	0.883	0.438	0.250	0.000	0.500	0.500	0.845	0.000	0.849	0.898
Cars	510	0	0	510	7	1	0	8	2	429	0	431	949
Cars %	95.0	0.0	0.0	95.0	100.0	100.0	0.0	100.0	100.0	91.3	0.0	91.3	93.3
Heavy Vehicles	27	0	0	27	0	0	0	0	0	41	0	41	68
Heavy Vehicles %	5.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0	0.0	8.7	0.0	8.7	6.7
Cars Enter Leg	510	0	0	510	7	1	0	8	2	429	0	431	949
Heavy Enter Leg	27	0	0	27	0	0	0	0	0	41	0	41	68
Total Entering Leg	537	0	0	537	7	1	0	8	2	470	0	472	1017
Cars Exiting Leg				436				2				511	949
Heavy Exiting Leg				41				0				27	68
Total Exiting Leg				477				2				538	1017

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Cars**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	83	0	0	83	0	1	0	1	0	100	1	101	185
7:15 AM	72	0	0	72	0	2	0	2	0	107	0	107	181
7:30 AM	129	0	0	129	3	0	0	3	1	112	0	113	245
7:45 AM	137	0	0	137	0	1	0	1	0	127	0	127	265
Total	421	0	0	421	3	4	0	7	1	446	1	448	876
8:00 AM	145	0	0	145	4	0	0	4	0	98	0	98	247
8:15 AM	99	0	0	99	0	0	0	0	1	92	0	93	192
8:30 AM	98	0	0	98	0	1	0	1	0	114	0	114	213
8:45 AM	123	0	0	123	0	0	0	0	0	105	0	105	228
Total	465	0	0	465	4	1	0	5	1	409	0	410	880
Grand Total	886	0	0	886	7	5	0	12	2	855	1	858	1756
Approach %	100.0	0.0	0.0		58.3	41.7	0.0		0.2	99.7	0.1		
Total %	50.5	0.0	0.0	50.5	0.4	0.3	0.0	0.7	0.1	48.7	0.1	48.9	
Exiting Leg Total	862				2				892				1756

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:30 AM	129	0	0	129	3	0	0	3	1	112	0	113	245
7:45 AM	137	0	0	137	0	1	0	1	0	127	0	127	265
8:00 AM	145	0	0	145	4	0	0	4	0	98	0	98	247
8:15 AM	99	0	0	99	0	0	0	0	1	92	0	93	192
Total Volume	510	0	0	510	7	1	0	8	2	429	0	431	949
% Approach Total	100.0	0.0	0.0		87.5	12.5	0.0		0.5	99.5	0.0		
PHF	0.879	0.000	0.000	0.879	0.438	0.250	0.000	0.500	0.500	0.844	0.000	0.848	0.895
Entering Leg	510	0	0	510	7	1	0	8	2	429	0	431	949
Exiting Leg				436				2				511	949
Total				946				10				942	1898

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	0	0	11	0	0	0	0	0	13	0	13	24
7:15 AM	7	0	0	7	0	0	0	0	0	8	0	8	15
7:30 AM	9	0	0	9	0	0	0	0	0	11	0	11	20
7:45 AM	6	0	0	6	0	0	0	0	0	12	0	12	18
Total	33	0	0	33	0	0	0	0	0	44	0	44	77
8:00 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
8:15 AM	5	0	0	5	0	0	0	0	0	11	0	11	16
8:30 AM	9	0	0	9	0	0	0	0	0	6	0	6	15
8:45 AM	7	0	0	7	0	0	0	0	0	7	0	7	14
Total	28	0	0	28	0	0	0	0	0	31	0	31	59
Grand Total	61	0	0	61	0	0	0	0	0	75	0	75	136
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	44.9	0.0	0.0	44.9	0.0	0.0	0.0	0.0	0.0	55.1	0.0	55.1	
Exiting Leg Total				75				0				61	136
Buses	25	0	0	25	0	0	0	0	0	22	0	22	47
% Buses	41.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0	0.0	29.3	0.0	29.3	34.6
Exiting Leg Total				22				0				25	47
Single-Unit Trucks	33	0	0	33	0	0	0	0	0	47	0	47	80
% Single-Unit	54.1	0.0	0.0	54.1	0.0	0.0	0.0	0.0	0.0	62.7	0.0	62.7	58.8
Exiting Leg Total				47				0				33	80
Articulated Trucks	3	0	0	3	0	0	0	0	0	6	0	6	9
% Articulated	4.9	0.0	0.0	4.9	0.0	0.0	0.0	0.0	0.0	8.0	0.0	8.0	6.6
Exiting Leg Total				6				0				3	9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	11	0	0	11	0	0	0	0	0	13	0	13	24
7:15 AM	7	0	0	7	0	0	0	0	0	8	0	8	15
7:30 AM	9	0	0	9	0	0	0	0	0	11	0	11	20
7:45 AM	6	0	0	6	0	0	0	0	0	12	0	12	18
Total Volume	33	0	0	33	0	0	0	0	0	44	0	44	77
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0			100.0	0.0		
PHF	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.000		0.846	0.000	0.846	0.802
Buses	16	0	0	16	0	0	0	0	0	10	0	10	26
Buses %	48.5	0.0	0.0	48.5	0.0	0.0	0.0	0.0	0.0	22.7	0.0	22.7	33.8
Single-Unit Trucks	17	0	0	17	0	0	0	0	0	29	0	29	46
Single-Unit %	51.5	0.0	0.0	51.5	0.0	0.0	0.0	0.0	0.0	65.9	0.0	65.9	59.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	5	0	5	5
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.4	0.0	11.4	6.5
Buses	16	0	0	16	0	0	0	0	0	10	0	10	26
Single-Unit Trucks	17	0	0	17	0	0	0	0	0	29	0	29	46
Articulated Trucks	0	0	0	0	0	0	0	0	0	5	0	5	5
Total Entering Leg	33	0	0	33	0	0	0	0	0	44	0	44	77
Buses				10				0				16	26
Single-Unit Trucks				29				0				17	46
Articulated Trucks				5				0				0	5
Total Exiting Leg				44				0				33	77

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class:

Buses

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total	16	0	0	16	0	0	0	0	0	10	0	10	26
8:00 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	4
8:30 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
8:45 AM	3	0	0	3	0	0	0	0	0	2	0	2	5
Total	9	0	0	9	0	0	0	0	0	12	0	12	21
Grand Total	25	0	0	25	0	0	0	0	0	22	0	22	47
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	53.2	0.0	0.0	53.2	0.0	0.0	0.0	0.0	0.0	46.8	0.0	46.8	
Exiting Leg Total	22				0				25				47

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	5	0	0	5	0	0	0	0	0	4	0	4	9
7:15 AM	4	0	0	4	0	0	0	0	0	2	0	2	6
7:30 AM	4	0	0	4	0	0	0	0	0	0	0	0	4
7:45 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
Total Volume	16	0	0	16	0	0	0	0	0	10	0	10	26
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.800	0.000	0.000	0.800	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.722
Entering Leg	16	0	0	16	0	0	0	0	0	10	0	10	26
Exiting Leg				10				0				16	26
Total				26				0				26	52

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Massachusetts Avenue					Pine Court					Massachusetts Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:00 AM	6	0	0	0	6	0	0	0	0	0	0	7	0	0	7	13
7:15 AM	3	0	0	0	3	0	0	0	0	0	0	4	0	0	4	7
7:30 AM	5	0	0	0	5	0	0	0	0	0	0	10	0	0	10	15
7:45 AM	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	11
Total	17	0	0	0	17	0	0	0	0	0	0	29	0	0	29	46
8:00 AM	4	0	0	0	4	0	0	0	0	0	0	3	0	0	3	7
8:15 AM	4	0	0	0	4	0	0	0	0	0	0	6	0	0	6	10
8:30 AM	6	0	0	0	6	0	0	0	0	0	0	4	0	0	4	10
8:45 AM	2	0	0	0	2	0	0	0	0	0	0	5	0	0	5	7
Total	16	0	0	0	16	0	0	0	0	0	0	18	0	0	18	34
Grand Total	33	0	0	0	33	0	0	0	0	0	0	47	0	0	47	80
Approach %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		
Total %	41.3	0.0	0.0	0.0	41.3	0.0	0.0	0.0	0.0	0.0	0.0	58.8	0.0	0.0	58.8	
Exiting Leg Total	47					0					33					80

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	6	0	0	6	0	0	0	0	0	7	0	7	13
7:15 AM	3	0	0	3	0	0	0	0	0	4	0	4	7
7:30 AM	5	0	0	5	0	0	0	0	0	10	0	10	15
7:45 AM	3	0	0	3	0	0	0	0	0	8	0	8	11
Total Volume	17	0	0	17	0	0	0	0	0	29	0	29	46
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.708	0.000	0.000	0.708	0.000	0.000	0.000	0.000	0.000	0.725	0.000	0.725	0.767
Entering Leg	17	0	0	17	0	0	0	0	0	29	0	29	46
Exiting Leg				29				0				17	46
Total				46				0				46	92

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	5	0	5	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	1	0	1	4
Grand Total	3	0	0	3	0	0	0	0	0	6	0	6	9
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	33.3	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	
Exiting Leg Total	6				0				3				9

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	2
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	5	0	5	5
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	5	0	5	5
Exiting Leg				5				0				0	5
Total				5				0				5	10

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Bicycles (on Roadway and Crosswalks)**

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	5
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
8:30 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	3	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	4	5
Grand Total	4	0	0	0	0	4	0	0	0	0	0	0	0	6	0	0	0	0	6	10
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	40.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	60.0		
Exiting Leg Total	6						0						4						10	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:30 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	0	2	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	3	6
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.375		0.300
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	3	6
Exiting Leg	3						0						3						6	
Total	6						0						6						12	

PDI File #: **207450 D**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	1	4	5	0	0	0	0	0	0	5
Grand Total	0	0	0	0	0	0	0	0	0	0	4	11	15	0	0	0	0	0	0	15
Approach %	0	0	0	0	0	0	0	0	0	0	26.667	73.333		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	26.667	73.333	100	0	0	0	0	0	0	
Exiting Leg Total	0						15						0						15	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	70.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.438	0.625		0.000	0.000	0.000	0.000	0.000	0.000	0.625
Entering Leg	0	0	0	0	0	0	0	0	0	0	3	7	10	0	0	0	0	0	0	10
Exiting Leg	0						10						0						10	
Total	0						20						0						20	

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	118	0	0	118	0	0	0	0	1	127	0	128	246
4:15 PM	99	1	0	100	0	0	0	0	0	121	0	121	221
4:30 PM	111	0	0	111	0	1	0	1	0	128	0	128	240
4:45 PM	117	0	1	118	0	0	0	0	0	147	0	147	265
Total	445	1	1	447	0	1	0	1	1	523	0	524	972
5:00 PM	122	1	0	123	1	0	0	1	1	130	0	131	255
5:15 PM	99	0	0	99	0	0	0	0	1	151	0	152	251
5:30 PM	99	1	0	100	0	0	0	0	1	160	0	161	261
5:45 PM	123	0	0	123	0	1	0	1	0	147	0	147	271
Total	443	2	0	445	1	1	0	2	3	588	0	591	1038
Grand Total	888	3	1	892	1	2	0	3	4	1111	0	1115	2010
Approach %	99.6	0.3	0.1		33.3	66.7	0.0		0.4	99.6	0.0		
Total %	44.2	0.1	0.0	44.4	0.0	0.1	0.0	0.1	0.2	55.3	0.0	55.5	
Exiting Leg Total				1113				7				890	2010
Cars	864	3	1	868	1	2	0	3	4	1087	0	1091	1962
% Cars	97.3	100.0	100.0	97.3	100.0	100.0	0.0	100.0	100.0	97.8	0.0	97.8	97.6
Exiting Leg Total				1089				7				866	1962
Heavy Vehicles	24	0	0	24	0	0	0	0	0	24	0	24	48
% Heavy Vehicles	2.7	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	2.2	0.0	2.2	2.4
Exiting Leg Total				24				0				24	48

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	122	1	0	123	1	0	0	1	1	130	0	131	255
5:15 PM	99	0	0	99	0	0	0	0	1	151	0	152	251
5:30 PM	99	1	0	100	0	0	0	0	1	160	0	161	261
5:45 PM	123	0	0	123	0	1	0	1	0	147	0	147	271
Total Volume	443	2	0	445	1	1	0	2	3	588	0	591	1038
% Approach Total	99.6	0.4	0.0		50.0	50.0	0.0		0.5	99.5	0.0		
PHF	0.900	0.500	0.000	0.904	0.250	0.250	0.000	0.500	0.750	0.919	0.000	0.918	0.958
Cars	429	2	0	431	1	1	0	2	3	577	0	580	1013
Cars %	96.8	100.0	0.0	96.9	100.0	100.0	0.0	100.0	100.0	98.1	0.0	98.1	97.6
Heavy Vehicles	14	0	0	14	0	0	0	0	0	11	0	11	25
Heavy Vehicles %	3.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	1.9	0.0	1.9	2.4
Cars Enter Leg	429	2	0	431	1	1	0	2	3	577	0	580	1013
Heavy Enter Leg	14	0	0	14	0	0	0	0	0	11	0	11	25
Total Entering Leg	443	2	0	445	1	1	0	2	3	588	0	591	1038
Cars Exiting Leg				578				5				430	1013
Heavy Exiting Leg				11				0				14	25
Total Exiting Leg				589				5				444	1038

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Cars**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	115	0	0	115	0	0	0	0	1	123	0	124	239
4:15 PM	97	1	0	98	0	0	0	0	0	118	0	118	216
4:30 PM	108	0	0	108	0	1	0	1	0	126	0	126	235
4:45 PM	115	0	1	116	0	0	0	0	0	143	0	143	259
Total	435	1	1	437	0	1	0	1	1	510	0	511	949
5:00 PM	114	1	0	115	1	0	0	1	1	127	0	128	244
5:15 PM	98	0	0	98	0	0	0	0	1	148	0	149	247
5:30 PM	98	1	0	99	0	0	0	0	1	157	0	158	257
5:45 PM	119	0	0	119	0	1	0	1	0	145	0	145	265
Total	429	2	0	431	1	1	0	2	3	577	0	580	1013
Grand Total	864	3	1	868	1	2	0	3	4	1087	0	1091	1962
Approach %	99.5	0.3	0.1		33.3	66.7	0.0		0.4	99.6	0.0		
Total %	44.0	0.2	0.1	44.2	0.1	0.1	0.0	0.2	0.2	55.4	0.0	55.6	
Exiting Leg Total	1089				7				866				1962

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
5:00 PM	114	1	0	115	1	0	0	1	1	127	0	128	244
5:15 PM	98	0	0	98	0	0	0	0	1	148	0	149	247
5:30 PM	98	1	0	99	0	0	0	0	1	157	0	158	257
5:45 PM	119	0	0	119	0	1	0	1	0	145	0	145	265
Total Volume	429	2	0	431	1	1	0	2	3	577	0	580	1013
% Approach Total	99.5	0.5	0.0		50.0	50.0	0.0		0.5	99.5	0.0		
PHF	0.901	0.500	0.000	0.905	0.250	0.250	0.000	0.500	0.750	0.919	0.000	0.918	0.956
Entering Leg	429	2	0	431	1	1	0	2	3	577	0	580	1013
Exiting Leg				578				5				430	1013
Total				1009				7				1010	2026

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	3	0	0	3	0	0	0	0	0	4	0	4	7
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
Total	10	0	0	10	0	0	0	0	0	13	0	13	23
5:00 PM	8	0	0	8	0	0	0	0	0	3	0	3	11
5:15 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:30 PM	1	0	0	1	0	0	0	0	0	3	0	3	4
5:45 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total	14	0	0	14	0	0	0	0	0	11	0	11	25
Grand Total	24	0	0	24	0	0	0	0	0	24	0	24	48
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	50.0	
Exiting Leg Total	24				0				24				48
Buses	16	0	0	16	0	0	0	0	0	18	0	18	34
% Buses	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	75.0	0.0	75.0	70.8
Exiting Leg Total	18				0				16				34
Single-Unit Trucks	6	0	0	6	0	0	0	0	0	5	0	5	11
% Single-Unit	25.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	20.8	0.0	20.8	22.9
Exiting Leg Total	5				0				6				11
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
% Articulated	8.3	0.0	0.0	8.3	0.0	0.0	0.0	0.0	0.0	4.2	0.0	4.2	6.3
Exiting Leg Total	1				0				2				3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	3	0	0	3	0	0	0	0	0	2	0	2	5
4:45 PM	2	0	0	2	0	0	0	0	0	4	0	4	6
5:00 PM	8	0	0	8	0	0	0	0	0	3	0	3	11
Total Volume	15	0	0	15	0	0	0	0	0	12	0	12	27
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.469	0.000	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.614
Buses	10	0	0	10	0	0	0	0	0	8	0	8	18
Buses %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	66.7
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Single-Unit %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	25.0	22.2
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
Articulated %	13.3	0.0	0.0	13.3	0.0	0.0	0.0	0.0	0.0	8.3	0.0	8.3	11.1
Buses	10	0	0	10	0	0	0	0	0	8	0	8	18
Single-Unit Trucks	3	0	0	3	0	0	0	0	0	3	0	3	6
Articulated Trucks	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Entering Leg	15	0	0	15	0	0	0	0	0	12	0	12	27
Buses				8				0				10	18
Single-Unit Trucks				3				0				3	6
Articulated Trucks				1				0				2	3
Total Exiting Leg				12				0				15	27

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Buses

	Massachusetts Avenue					Pine Court					Massachusetts Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
4:00 PM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:15 PM	2	0	0	0	2	0	0	0	0	0	0	3	0	0	3	5
4:30 PM	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	3
4:45 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	8	0	0	0	8	0	0	0	0	0	0	9	0	0	9	17
5:00 PM	4	0	0	0	4	0	0	0	0	0	0	2	0	0	2	6
5:15 PM	1	0	0	0	1	0	0	0	0	0	0	3	0	0	3	4
5:30 PM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
5:45 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	8	0	0	0	8	0	0	0	0	0	0	9	0	0	9	17
Grand Total	16	0	0	0	16	0	0	0	0	0	0	18	0	0	18	34
Approach %	100.0	0.0	0.0			0.0	0.0	0.0			0.0	100.0	0.0			
Total %	47.1	0.0	0.0	0.0	47.1	0.0	0.0	0.0	0.0	0.0	0.0	52.9	0.0	0.0	52.9	
Exiting Leg Total	18					0					16					34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	2	0	0	2	0	0	0	0	0	3	0	3	5
4:30 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
4:45 PM	2	0	0	2	0	0	0	0	0	2	0	2	4
5:00 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Total Volume	10	0	0	10	0	0	0	0	0	8	0	8	18
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.625	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.667	0.000	0.667	0.750
Entering Leg	10	0	0	10	0	0	0	0	0	8	0	8	18
Exiting Leg				8				0				10	18
Total				18				0				18	36

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Single-Unit Trucks

	Massachusetts Avenue					Pine Court					Massachusetts Avenue					Total
	from East					from South					from West					
	Thru	Left	U-Turn		Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
4:00 PM	1	0	0		1	0	0	0	0	0	0	1	0	1	2	
4:15 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	1	0	0		1	0	0	0	0	0	0	0	0	0	1	
4:45 PM	0	0	0		0	0	0	0	0	0	0	2	0	2	2	
Total	2	0	0		2	0	0	0	0	0	0	3	0	3	5	
5:00 PM	2	0	0		2	0	0	0	0	0	0	1	0	1	3	
5:15 PM	0	0	0		0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0		0	0	0	0	0	0	0	1	0	1	1	
5:45 PM	2	0	0		2	0	0	0	0	0	0	0	0	0	2	
Total	4	0	0		4	0	0	0	0	0	0	2	0	2	6	
Grand Total	6	0	0		6	0	0	0	0	0	0	5	0	5	11	
Approach %	100.0	0.0	0.0			0.0	0.0	0.0			0.0	100.0	0.0			
Total %	54.5	0.0	0.0		54.5	0.0	0.0	0.0	0.0		0.0	45.5	0.0	45.5		
Exiting Leg Total	5					0					6					11

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
5:00 PM	2	0	0	2	0	0	0	0	0	1	0	1	3
Total Volume	3	0	0	3	0	0	0	0	0	3	0	3	6
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.375	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.500
Entering Leg	3	0	0	3	0	0	0	0	0	3	0	3	6
Exiting Leg				3								3	6
Total				6				0				6	12

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	1
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	0	0	0	0	0	0	0	0	2
Grand Total	2	0	0	2	0	0	0	0	0	1	0	1	3
Approach %	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
Total %	66.7	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	33.3	0.0	33.3	
Exiting Leg Total	1				0				2				3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Massachusetts Avenue				Pine Court				Massachusetts Avenue				Total
	from East				from South				from West				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	2	0	0	0	0	0	0	0	0	2
Total Volume	2	0	0	2	0	0	0	0	0	1	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		0.0	100.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.375
Entering Leg	2	0	0	2	0	0	0	0	0	1	0	1	3
Exiting Leg				1				0				2	3
Total				3				0				3	6

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**



Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**

Class: **Bicycles (on Roadway and Crosswalks)**

	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	3	4
5:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
5:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
Grand Total	8	0	0	0	0	8	0	0	0	0	0	0	0	4	0	0	0	4	12
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	66.7	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	33.3	
Exiting Leg Total	4						0						8						12

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total
	from East						from South						from West						
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total	
5:00 PM	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	2
5:45 PM	4	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total Volume	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
PHF	0.438	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.500
Entering Leg	7	0	0	0	0	7	0	0	0	0	0	0	0	1	0	0	0	1	8
Exiting Leg	1						0						7						8
Total	8						0						8						16

PDI File #: **207450 DD**
 Location: **S: Pine Court**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**



Count Date: **Tuesday, February 4, 2020**

Start Time: **4:00 PM**

End Time: **6:00 PM**

Class:

Pedestrians

	Massachusetts Avenue							Pine Court							Massachusetts Avenue							Total
	from East							from South							from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total				
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	0	4	
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	3	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	3	4	7	0	0	0	0	0	0	0	7	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4	
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8	
Grand Total	0	0	0	0	0	0	0	0	0	0	8	7	15	0	0	0	0	0	0	0	15	
Approach %	0	0	0	0	0	0	0	0	0	0	53.333	46.667		0	0	0	0	0	0			
Total %	0	0	0	0	0	0	0	0	0	0	53.333	46.667	100	0	0	0	0	0	0	0		
Exiting Leg Total	0							15							0							15

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Massachusetts Avenue						Pine Court						Massachusetts Avenue						Total	
	from East						from South						from West							
	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	62.5	37.5		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.375	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	0	5	3	8	0	0	0	0	0	0	0	8
Exiting Leg	0						8						8						8	
Total	0						16						0						16	

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Cars and Heavy Vehicles (Combined)**



	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	94	0	95	110	4	0	114	209
7:15 AM	0	0	0	0	4	81	0	85	109	5	0	114	199
7:30 AM	1	0	0	1	2	135	0	137	124	2	0	126	264
7:45 AM	2	1	0	3	2	146	0	148	131	10	0	141	292
Total	3	1	0	4	9	456	0	465	474	21	0	495	964
8:00 AM	2	0	0	2	5	148	0	153	99	10	0	109	264
8:15 AM	2	2	0	4	1	102	0	103	98	5	0	103	210
8:30 AM	1	3	0	4	3	107	0	110	117	1	0	118	232
8:45 AM	2	3	0	5	4	127	0	131	109	3	0	112	248
Total	7	8	0	15	13	484	0	497	423	19	0	442	954
Grand Total	10	9	0	19	22	940	0	962	897	40	0	937	1918
Approach %	52.6	47.4	0.0		2.3	97.7	0.0		95.7	4.3	0.0		
Total %	0.5	0.5	0.0	1.0	1.1	49.0	0.0	50.2	46.8	2.1	0.0	48.9	
Exiting Leg Total	62				906				950				1918
Cars	9	9	0	18	21	880	0	901	829	38	0	867	1786
% Cars	90.0	100.0	0.0	94.7	95.5	93.6	0.0	93.7	92.4	95.0	0.0	92.5	93.1
Exiting Leg Total	59				838				889				1786
Heavy Vehicles	1	0	0	1	1	60	0	61	68	2	0	70	132
% Heavy Vehicles	10.0	0.0	0.0	5.3	4.5	6.4	0.0	6.3	7.6	5.0	0.0	7.5	6.9
Exiting Leg Total	3				68				61				132

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue					
	from North				from East				from West					
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total		
7:30 AM	1	0	0	1	2	135	0	137	124	2	0	126	264	
7:45 AM	2	1	0	3	2	146	0	148	131	10	0	141	292	
8:00 AM	2	0	0	2	5	148	0	153	99	10	0	109	264	
8:15 AM	2	2	0	4	1	102	0	103	98	5	0	103	210	
Total Volume	7	3	0	10	10	531	0	541	452	27	0	479	1030	
% Approach Total	70.0	30.0	0.0		1.8	98.2	0.0		94.4	5.6	0.0			
PHF	0.875	0.375	0.000	0.625	0.500	0.897	0.000	0.884	0.863	0.675	0.000	0.849	0.882	
Cars	6	3	0	9	10	505	0	515	415	26	0	441	965	
Cars %	85.7	100.0	0.0	90.0	100.0	95.1	0.0	95.2	91.8	96.3	0.0	92.1	93.7	
Heavy Vehicles	1	0	0	1	0	26	0	26	37	1	0	38	65	
Heavy Vehicles %	14.3	0.0	0.0	10.0	0.0	4.9	0.0	4.8	8.2	3.7	0.0	7.9	6.3	
Cars Enter Leg	6	3	0	9	10	505	0	515	415	26	0	441	965	
Heavy Enter Leg	1	0	0	1	0	26	0	26	37	1	0	38	65	
Total Entering Leg	7	3	0	10	10	531	0	541	452	27	0	479	1030	
Cars Exiting Leg					36				418				511	965
Heavy Exiting Leg					1				37				27	65
Total Exiting Leg					37				455				538	1030

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	1	83	0	84	98	3	0	101	185
7:15 AM	0	0	0	0	3	74	0	77	103	5	0	108	185
7:30 AM	0	0	0	0	2	127	0	129	114	2	0	116	245
7:45 AM	2	1	0	3	2	140	0	142	121	10	0	131	276
Total	2	1	0	3	8	424	0	432	436	20	0	456	891
8:00 AM	2	0	0	2	5	141	0	146	92	10	0	102	250
8:15 AM	2	2	0	4	1	97	0	98	88	4	0	92	194
8:30 AM	1	3	0	4	3	98	0	101	111	1	0	112	217
8:45 AM	2	3	0	5	4	120	0	124	102	3	0	105	234
Total	7	8	0	15	13	456	0	469	393	18	0	411	895
Grand Total	9	9	0	18	21	880	0	901	829	38	0	867	1786
Approach %	50.0	50.0	0.0		2.3	97.7	0.0		95.6	4.4	0.0		
Total %	0.5	0.5	0.0	1.0	1.2	49.3	0.0	50.4	46.4	2.1	0.0	48.5	
Exiting Leg Total	59				838				889				1786

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:30 AM	0	0	0	0	2	127	0	129	114	2	0	116	245
7:45 AM	2	1	0	3	2	140	0	142	121	10	0	131	276
8:00 AM	2	0	0	2	5	141	0	146	92	10	0	102	250
8:15 AM	2	2	0	4	1	97	0	98	88	4	0	92	194
Total Volume	6	3	0	9	10	505	0	515	415	26	0	441	965
% Approach Total	66.7	33.3	0.0		1.9	98.1	0.0		94.1	5.9	0.0		
PHF	0.750	0.375	0.000	0.563	0.500	0.895	0.000	0.882	0.857	0.650	0.000	0.842	0.874
Entering Leg	6	3	0	9	10	505	0	515	415	26	0	441	965
Exiting Leg				36				418				511	965
Total				45				933				952	1930

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	11	0	11	12	1	0	13	24
7:15 AM	0	0	0	0	1	7	0	8	6	0	0	6	14
7:30 AM	1	0	0	1	0	8	0	8	10	0	0	10	19
7:45 AM	0	0	0	0	0	6	0	6	10	0	0	10	16
Total	1	0	0	1	1	32	0	33	38	1	0	39	73
8:00 AM	0	0	0	0	0	7	0	7	7	0	0	7	14
8:15 AM	0	0	0	0	0	5	0	5	10	1	0	11	16
8:30 AM	0	0	0	0	0	9	0	9	6	0	0	6	15
8:45 AM	0	0	0	0	0	7	0	7	7	0	0	7	14
Total	0	0	0	0	0	28	0	28	30	1	0	31	59
Grand Total	1	0	0	1	1	60	0	61	68	2	0	70	132
Approach %	100.0	0.0	0.0		1.6	98.4	0.0		97.1	2.9	0.0		
Total %	0.8	0.0	0.0	0.8	0.8	45.5	0.0	46.2	51.5	1.5	0.0	53.0	
Exiting Leg Total	3				68				61				132
Buses	0	0	0	0	0	24	0	24	21	0	0	21	45
% Buses	0.0	0.0	0.0	0.0	0.0	40.0	0.0	39.3	30.9	0.0	0.0	30.0	34.1
Exiting Leg Total	0				21				24				45
Single-Unit Trucks	1	0	0	1	1	34	0	35	41	2	0	43	79
% Single-Unit	100.0	0.0	0.0	100.0	100.0	56.7	0.0	57.4	60.3	100.0	0.0	61.4	59.8
Exiting Leg Total	3				41				35				79
Articulated Trucks	0	0	0	0	0	2	0	2	6	0	0	6	8
% Articulated	0.0	0.0	0.0	0.0	0.0	3.3	0.0	3.3	8.8	0.0	0.0	8.6	6.1
Exiting Leg Total	0				6				2				8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	11	0	11	12	1	0	13	24
7:15 AM	0	0	0	0	1	7	0	8	6	0	0	6	14
7:30 AM	1	0	0	1	0	8	0	8	10	0	0	10	19
7:45 AM	0	0	0	0	0	6	0	6	10	0	0	10	16
Total Volume	1	0	0	1	1	32	0	33	38	1	0	39	73
% Approach Total	100.0	0.0	0.0		3.0	97.0	0.0		97.4	2.6	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.727	0.000	0.750	0.792	0.250	0.000	0.750	0.760
Buses	0	0	0	0	0	15	0	15	9	0	0	9	24
Buses %	0.0	0.0	0.0	0.0	0.0	46.9	0.0	45.5	23.7	0.0	0.0	23.1	32.9
Single-Unit Trucks	1	0	0	1	1	16	0	17	24	1	0	25	43
Single-Unit %	100.0	0.0	0.0	100.0	100.0	50.0	0.0	51.5	63.2	100.0	0.0	64.1	58.9
Articulated Trucks	0	0	0	0	0	1	0	1	5	0	0	5	6
Articulated %	0.0	0.0	0.0	0.0	0.0	3.1	0.0	3.0	13.2	0.0	0.0	12.8	8.2
Buses	0	0	0	0	0	15	0	15	9	0	0	9	24
Single-Unit Trucks	1	0	0	1	1	16	0	17	24	1	0	25	43
Articulated Trucks	0	0	0	0	0	1	0	1	5	0	0	5	6
Total Entering Leg	1	0	0	1	1	32	0	33	38	1	0	39	73
Buses				0				9				15	24
Single-Unit Trucks				2				24				17	43
Articulated Trucks				0				5				1	6
Total Exiting Leg				2				38				33	73

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
7:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
7:45 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total	0	0	0	0	0	15	0	15	9	0	0	9	24
8:00 AM	0	0	0	0	0	3	0	3	4	0	0	4	7
8:15 AM	0	0	0	0	0	0	0	0	4	0	0	4	4
8:30 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
8:45 AM	0	0	0	0	0	3	0	3	2	0	0	2	5
Total	0	0	0	0	0	9	0	9	12	0	0	12	21
Grand Total	0	0	0	0	0	24	0	24	21	0	0	21	45
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	53.3	0.0	53.3	46.7	0.0	0.0	46.7	
Exiting Leg Total	0				21				24				45

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	5	0	5	4	0	0	4	9
7:15 AM	0	0	0	0	0	4	0	4	2	0	0	2	6
7:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	3
7:45 AM	0	0	0	0	0	3	0	3	3	0	0	3	6
Total Volume	0	0	0	0	0	15	0	15	9	0	0	9	24
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.563	0.000	0.000	0.563	0.667
Entering Leg	0	0	0	0	0	15	0	15	9	0	0	9	24
Exiting Leg				0				9				15	24
Total				0				24				24	48

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Quinn Road (Mirak Mill Park East Driveway)					Massachusetts Avenue				Massachusetts Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	6	0	6	6	1	0	7	13
7:15 AM	0	0	0	0	0	1	3	0	4	3	0	0	3	7
7:30 AM	1	0	0	1	0	0	5	0	5	9	0	0	9	15
7:45 AM	0	0	0	0	0	0	2	0	2	6	0	0	6	8
Total	1	0	0	1	1	1	16	0	17	24	1	0	25	43
8:00 AM	0	0	0	0	0	0	4	0	4	3	0	0	3	7
8:15 AM	0	0	0	0	0	0	4	0	4	5	1	0	6	10
8:30 AM	0	0	0	0	0	0	6	0	6	4	0	0	4	10
8:45 AM	0	0	0	0	0	0	4	0	4	5	0	0	5	9
Total	0	0	0	0	0	0	18	0	18	17	1	0	18	36
Grand Total	1	0	0	1	1	1	34	0	35	41	2	0	43	79
Approach %	100.0	0.0	0.0			2.9	97.1	0.0		95.3	4.7	0.0		
Total %	1.3	0.0	0.0	1.3		1.3	43.0	0.0	44.3	51.9	2.5	0.0	54.4	
Exiting Leg Total	3					41				35				79

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	6	0	6	6	1	0	7	13
7:15 AM	0	0	0	0	1	3	0	4	3	0	0	3	7
7:30 AM	1	0	0	1	0	5	0	5	9	0	0	9	15
7:45 AM	0	0	0	0	0	2	0	2	6	0	0	6	8
Total Volume	1	0	0	1	1	16	0	17	24	1	0	25	43
% Approach Total	100.0	0.0	0.0		5.9	94.1	0.0		96.0	4.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.250	0.667	0.000	0.708	0.667	0.250	0.000	0.694	0.717
Entering Leg	1	0	0	1	1	16	0	17	24	1	0	25	43
Exiting Leg				2				24				17	43
Total				3				41				42	86

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Quinn Road (Mirak Mill Park East Driveway)					Massachusetts Avenue					Massachusetts Avenue					Total
	from North					from East					from West					
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	
7:45 AM	0	0	0	0	0	0	1	0	1	1	1	0	0	1	2	
Total	0	0	0	0	0	0	1	0	1	1	5	0	0	5	6	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	1	0	1	1	1	0	0	1	2	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	1	0	1	1	1	0	0	1	2	
Grand Total	0	0	0	0	0	0	2	0	2	1	6	0	0	6	8	
Approach %	0.0	0.0	0.0			0.0	100.0	0.0			100.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0		0.0	25.0	0.0	25.0		75.0	0.0	0.0	75.0		
Exiting Leg Total	0					6					2					8

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	2	0	0	2	2
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	1	0	1	1	0	0	1	2
Total Volume	0	0	0	0	0	1	0	1	5	0	0	5	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.625	0.000	0.000	0.625	0.750
Entering Leg	0	0	0	0	0	1	0	1	5	0	0	5	6
Exiting Leg				0				5				1	6
Total				0				6				6	12

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**



Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**

Class: **Bicycles (on Roadway and Crosswalks)**

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	3	0	0	0	3	1	0	0	0	0	0	1	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
8:30 AM	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	0	0	3	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	4	5
Grand Total	0	0	0	0	0	0	0	4	0	0	0	4	5	0	0	0	0	0	5	9
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	0.0	0.0	44.4	55.6	0.0	0.0	0.0	0.0		55.6	
Exiting Leg Total	0						5						4						9	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Quinn Road (Mirak Mill Park East Driveway)							Massachusetts Avenue							Massachusetts Avenue							Total
	from North							from East							from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total		Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
7:30 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	3	1	0	0	0	0	0	1	4
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	3	0	0	0	0	3	2	0	0	0	0	0	2	5
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			100.0	0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.250		0.500	0.000	0.000	0.000	0.000	0.500		0.313
Entering Leg	0	0	0	0	0	0	0	0	3	0	0	0	3	2	0	0	0	0	0	0	2	5
Exiting Leg	0							2							3							5
Total	0							5							5							10

PDI File #: **207450 E**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	2
8:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:45 AM	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	4	4	8	0	0	0	1	0	1	0	0	0	0	0	0	0	9
Grand Total	0	0	0	11	7	18	0	0	0	1	0	1	0	0	0	0	0	0	0	19
Approach %	0	0	0	61.111	38.889		0	0	0	100	0		0	0	0	0	0			
Total %	0	0	0	57.895	36.842	94.737	0	0	0	5.2632	0	5.2632	0	0	0	0	0	0	0	
Exiting Leg Total	18						1						0						19	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM	0	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:45 AM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
% Approach Total	0.0	0.0	0.0	70.0	30.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.583	0.250	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.625
Entering Leg	0	0	0	7	3	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Exiting Leg	10						0						0						10	
Total	20						0						0						20	

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Cars and Heavy Vehicles (Combined)**



	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	7	1	0	8	1	113	0	114	123	3	0	126	248
4:15 PM	1	3	0	4	1	96	0	97	118	2	0	120	221
4:30 PM	9	1	0	10	1	102	0	103	125	2	0	127	240
4:45 PM	3	1	0	4	0	112	0	112	145	3	0	148	264
Total	20	6	0	26	3	423	0	426	511	10	0	521	973
5:00 PM	10	6	0	16	1	114	0	115	130	2	0	132	263
5:15 PM	4	1	0	5	2	95	0	97	151	0	0	151	253
5:30 PM	2	5	0	7	2	97	0	99	159	1	0	160	266
5:45 PM	3	1	0	4	0	120	0	120	143	1	0	144	268
Total	19	13	0	32	5	426	0	431	583	4	0	587	1050
Grand Total	39	19	0	58	8	849	0	857	1094	14	0	1108	2023
Approach %	67.2	32.8	0.0		0.9	99.1	0.0		98.7	1.3	0.0		
Total %	1.9	0.9	0.0	2.9	0.4	42.0	0.0	42.4	54.1	0.7	0.0	54.8	
Exiting Leg Total	22				1113				888				2023
Cars	38	19	0	57	8	826	0	834	1071	14	0	1085	1976
% Cars	97.4	100.0	0.0	98.3	100.0	97.3	0.0	97.3	97.9	100.0	0.0	97.9	97.7
Exiting Leg Total	22				1090				864				1976
Heavy Vehicles	1	0	0	1	0	23	0	23	23	0	0	23	47
% Heavy Vehicles	2.6	0.0	0.0	1.7	0.0	2.7	0.0	2.7	2.1	0.0	0.0	2.1	2.3
Exiting Leg Total	0				23				24				47

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	10	6	0	16	1	114	0	115	130	2	0	132	263
5:15 PM	4	1	0	5	2	95	0	97	151	0	0	151	253
5:30 PM	2	5	0	7	2	97	0	99	159	1	0	160	266
5:45 PM	3	1	0	4	0	120	0	120	143	1	0	144	268
Total Volume	19	13	0	32	5	426	0	431	583	4	0	587	1050
% Approach Total	59.4	40.6	0.0		1.2	98.8	0.0		99.3	0.7	0.0		
PHF	0.475	0.542	0.000	0.500	0.625	0.888	0.000	0.898	0.917	0.500	0.000	0.917	0.979
Cars	18	13	0	31	5	414	0	419	573	4	0	577	1027
Cars %	94.7	100.0	0.0	96.9	100.0	97.2	0.0	97.2	98.3	100.0	0.0	98.3	97.8
Heavy Vehicles	1	0	0	1	0	12	0	12	10	0	0	10	23
Heavy Vehicles %	5.3	0.0	0.0	3.1	0.0	2.8	0.0	2.8	1.7	0.0	0.0	1.7	2.2
Cars Enter Leg	18	13	0	31	5	414	0	419	573	4	0	577	1027
Heavy Enter Leg	1	0	0	1	0	12	0	12	10	0	0	10	23
Total Entering Leg	19	13	0	32	5	426	0	431	583	4	0	587	1050
Cars Exiting Leg	9				586				432				1027
Heavy Exiting Leg	0				10				13				23
Total Exiting Leg	9				596				445				1050

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	7	1	0	8	1	110	0	111	119	3	0	122	241
4:15 PM	1	3	0	4	1	94	0	95	115	2	0	117	216
4:30 PM	9	1	0	10	1	98	0	99	123	2	0	125	234
4:45 PM	3	1	0	4	0	110	0	110	141	3	0	144	258
Total	20	6	0	26	3	412	0	415	498	10	0	508	949
5:00 PM	9	6	0	15	1	107	0	108	128	2	0	130	253
5:15 PM	4	1	0	5	2	94	0	96	148	0	0	148	249
5:30 PM	2	5	0	7	2	96	0	98	156	1	0	157	262
5:45 PM	3	1	0	4	0	117	0	117	141	1	0	142	263
Total	18	13	0	31	5	414	0	419	573	4	0	577	1027
Grand Total	38	19	0	57	8	826	0	834	1071	14	0	1085	1976
Approach %	66.7	33.3	0.0		1.0	99.0	0.0		98.7	1.3	0.0		
Total %	1.9	1.0	0.0	2.9	0.4	41.8	0.0	42.2	54.2	0.7	0.0	54.9	
Exiting Leg Total	22				1090				864				1976

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
5:00 PM	9	6	0	15	1	107	0	108	128	2	0	130	253
5:15 PM	4	1	0	5	2	94	0	96	148	0	0	148	249
5:30 PM	2	5	0	7	2	96	0	98	156	1	0	157	262
5:45 PM	3	1	0	4	0	117	0	117	141	1	0	142	263
Total Volume	18	13	0	31	5	414	0	419	573	4	0	577	1027
% Approach Total	58.1	41.9	0.0		1.2	98.8	0.0		99.3	0.7	0.0		
PHF	0.500	0.542	0.000	0.517	0.625	0.885	0.000	0.895	0.918	0.500	0.000	0.919	0.976
Entering Leg	18	13	0	31	5	414	0	419	573	4	0	577	1027
Exiting Leg				9				586				432	1027
Total				40				1005				1009	2054

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	3	0	3	4	0	0	4	7
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
Total	0	0	0	0	0	11	0	11	13	0	0	13	24
5:00 PM	1	0	0	1	0	7	0	7	2	0	0	2	10
5:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:30 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:45 PM	0	0	0	0	0	3	0	3	2	0	0	2	5
Total	1	0	0	1	0	12	0	12	10	0	0	10	23
Grand Total	1	0	0	1	0	23	0	23	23	0	0	23	47
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	2.1	0.0	0.0	2.1	0.0	48.9	0.0	48.9	48.9	0.0	0.0	48.9	
Exiting Leg Total	0				23				24				47
Buses	0	0	0	0	0	16	0	16	18	0	0	18	34
% Buses	0.0	0.0	0.0	0.0	0.0	69.6	0.0	69.6	78.3	0.0	0.0	78.3	72.3
Exiting Leg Total	0				18				16				34
Single-Unit Trucks	0	0	0	0	0	6	0	6	4	0	0	4	10
% Single-Unit	0.0	0.0	0.0	0.0	0.0	26.1	0.0	26.1	17.4	0.0	0.0	17.4	21.3
Exiting Leg Total	0				4				6				10
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
% Articulated	100.0	0.0	0.0	100.0	0.0	4.3	0.0	4.3	4.3	0.0	0.0	4.3	6.4
Exiting Leg Total	0				1				2				3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
4:45 PM	0	0	0	0	0	2	0	2	4	0	0	4	6
5:00 PM	1	0	0	1	0	7	0	7	2	0	0	2	10
Total Volume	1	0	0	1	0	15	0	15	11	0	0	11	27
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.536	0.000	0.536	0.688	0.000	0.000	0.688	0.675
Buses	0	0	0	0	0	10	0	10	8	0	0	8	18
Buses %	0.0	0.0	0.0	0.0	0.0	66.7	0.0	66.7	72.7	0.0	0.0	72.7	66.7
Single-Unit Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Single-Unit %	0.0	0.0	0.0	0.0	0.0	26.7	0.0	26.7	18.2	0.0	0.0	18.2	22.2
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
Articulated %	100.0	0.0	0.0	100.0	0.0	6.7	0.0	6.7	9.1	0.0	0.0	9.1	11.1
Buses	0	0	0	0	0	10	0	10	8	0	0	8	18
Single-Unit Trucks	0	0	0	0	0	4	0	4	2	0	0	2	6
Articulated Trucks	1	0	0	1	0	1	0	1	1	0	0	1	3
Total Entering Leg	1	0	0	1	0	15	0	15	11	0	0	11	27
Buses				0				8				10	18
Single-Unit Trucks				0				2				4	6
Articulated Trucks				0				1				2	3
Total Exiting Leg				0				11				16	27

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class:

Buses

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	8	0	8	9	0	0	9	17
5:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
5:15 PM	0	0	0	0	0	1	0	1	3	0	0	3	4
5:30 PM	0	0	0	0	0	1	0	1	2	0	0	2	3
5:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
Total	0	0	0	0	0	8	0	8	9	0	0	9	17
Grand Total	0	0	0	0	0	16	0	16	18	0	0	18	34
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	47.1	0.0	47.1	52.9	0.0	0.0	52.9	
Exiting Leg Total	0				18				16				34

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	2	0	2	3	0	0	3	5
4:30 PM	0	0	0	0	0	2	0	2	1	0	0	1	3
4:45 PM	0	0	0	0	0	2	0	2	2	0	0	2	4
5:00 PM	0	0	0	0	0	4	0	4	2	0	0	2	6
Total Volume	0	0	0	0	0	10	0	10	8	0	0	8	18
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.625	0.000	0.625	0.667	0.000	0.000	0.667	0.750
Entering Leg	0	0	0	0	0	10	0	10	8	0	0	8	18
Exiting Leg				0				8				10	18
Total				0				18				18	36

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total	0	0	0	0	0	3	0	3	3	0	0	3	6
5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	1	0	0	1	4
Grand Total	0	0	0	0	0	6	0	6	4	0	0	4	10
Approach %	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	60.0	0.0	60.0	40.0	0.0	0.0	40.0	
Exiting Leg Total	0				4				6				10

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	3	0	3	3	0	0	3	6
% Approach Total	0.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.375	0.375	0.000	0.000	0.375	0.750
Entering Leg	0	0	0	0	0	3	0	3	3	0	0	3	6
Exiting Leg				0				3				3	6
Total				0				6				6	12

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Quinn Road (Mirak Mill Park East Driveway)					Massachusetts Avenue				Massachusetts Avenue				Total
	from North					from East				from West				
	Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	0	0	0	0	2
Grand Total	1	0	0	1	0	1	0	1	1	0	0	1	3	
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0			
Total %	33.3	0.0	0.0	33.3	0.0	33.3	0.0	33.3	33.3	0.0	0.0	33.3		
Exiting Leg Total	0					1				2				3

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Quinn Road (Mirak Mill Park East Driveway)				Massachusetts Avenue				Massachusetts Avenue				Total
	from North				from East				from West				
	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	Thru	Left	U-Turn	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	1	0	1	0	1	0	0	0	0	2
Total Volume	1	0	0	1	0	1	0	1	1	0	0	1	3
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.250	0.000	0.250	0.250	0.000	0.000	0.250	0.375
Entering Leg	1	0	0	1	0	1	0	1	1	0	0	1	3
Exiting Leg				0				1				2	3
Total				1				2				3	

PDI File #: 207450 EE
 Location: N: Quinn Road (Mirak Mill Park East Driveway)
 Location: E: Massachusetts Avenue W: Massachusetts Avenue
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class:

Bicycles (on Roadway and Crosswalks)

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	1	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	2	3
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	0	2	6
Total	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0	0	0	0	2	9
Grand Total	0	0	0	0	0	0	0	8	0	0	0	8	4	0	0	0	0	0	4	12
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	0.0	0.0	0.0	66.7	33.3	0.0	0.0	0.0	0.0		33.3	
Exiting Leg Total	0						4						8						12	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total	
	from North						from East						from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
5:00 PM	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	0	2	6
Total Volume	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0	0	0	0	2	9
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.000	0.000	0.438	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.375
Entering Leg	0	0	0	0	0	0	0	7	0	0	0	7	2	0	0	0	0	0	2	9
Exiting Leg	0						2						7						9	
Total	0						9						9						18	

PDI File #: **207450 EE**
 Location: **N: Quinn Road (Mirak Mill Park East Driveway)**
 Location: **E: Massachusetts Avenue W: Massachusetts Avenue**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue						Massachusetts Avenue						Total
	from North						from East						from West						
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
4:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	0	7	7	14	0	0	0	0	0	0	0	0	0	0	1	1	15
5:00 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	3
5:30 PM	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	3	2	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	0	11	6	17	0	0	0	0	0	1	1	0	0	0	0	0	18
Grand Total	0	0	0	18	13	31	0	0	0	0	0	1	1	0	0	0	0	1	33
Approach %	0	0	0	58.065	41.935		0	0	0	0	0	100		0	0	0	0	100	
Total %	0	0	0	54.545	39.394	93.939	0	0	0	0	0	3.0303	3.0303	0	0	0	0	3.0303	3.0303
Exiting Leg Total	31						1						1						33

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:30 PM	Quinn Road (Mirak Mill Park East Driveway)						Massachusetts Avenue							Massachusetts Avenue							
	from North						from East							from West							
	Right	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	U-Turn	CW-SB	CW-NB	Total	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total		
4:30 PM	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
4:45 PM	0	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
5:00 PM	0	0	0	4	3	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7	
5:15 PM	0	0	0	1	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	3	
Total Volume	0	0	0	9	11	20	0	0	0	0	1	1	0	0	0	0	0	0	0	21	
% Approach Total	0.0	0.0	0.0	45.0	55.0		0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.563	0.688	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.656		
Entering Leg	0	0	0	9	11	20	0	0	0	0	1	1	0	0	0	0	0	0	21		
Exiting Leg	20						1						0						21		
Total	40						2						0						42		

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	1	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
Total	0	3	4	1	8	1	0	1	0	2	3	14	0	0	17	1	0	0	0	1	28
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
8:30 AM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	6	1	0	0	7	0	0	0	0	0	10
Total	0	2	2	0	4	0	0	3	0	3	14	13	1	0	28	0	0	0	0	0	35
Grand Total	0	5	6	1	12	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	63
Approach %	0.0	41.7	50.0	8.3		20.0	0.0	80.0	0.0		37.8	60.0	2.2	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	7.9	9.5	1.6	19.0	1.6	0.0	6.3	0.0	7.9	27.0	42.9	1.6	0.0	71.4	1.6	0.0	0.0	0.0	1.6	
Exiting Leg Total	29					23					10					1					63
Cars	0	5	6	0	11	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	62
% Cars	0.0	100.0	100.0	0.0	91.7	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	98.4
Exiting Leg Total	28					23					10					1					62
Heavy Vehicles	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0.0	0.0	0.0	100.0	8.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	1					0					0					0					1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	1	5	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	11
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
Total Volume	0	2	4	1	7	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	38
% Approach Total	0.0	28.6	57.1	14.3		33.3	0.0	66.7	0.0		29.6	66.7	3.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.250	0.350	0.250	0.000	0.500	0.000	0.750	0.500	0.750	0.250	0.000	0.614	0.250	0.000	0.000	0.000	0.250	0.792
Cars	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Cars %	0.0	100.0	100.0	0.0	85.7	100.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	97.4
Heavy Vehicles	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Heavy Vehicles %	0.0	0.0	0.0	100.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Cars Enter Leg	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Heavy Enter Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Entering Leg	0	2	4	1	7	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	38
Cars Exiting Leg					19					12					5					1	37
Heavy Exiting Leg					1					0					0					0	1
Total Exiting Leg					20					12					5					1	38

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	1	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	4
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	10
Total	0	3	4	0	7	1	0	1	0	2	3	14	0	0	17	1	0	0	0	1	27
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
8:30 AM	0	0	1	0	1	0	0	0	0	0	2	3	0	0	5	0	0	0	0	0	6
8:45 AM	0	2	0	0	2	0	0	1	0	1	6	1	0	0	7	0	0	0	0	0	10
Total	0	2	2	0	4	0	0	3	0	3	14	13	1	0	28	0	0	0	0	0	35
Grand Total	0	5	6	0	11	1	0	4	0	5	17	27	1	0	45	1	0	0	0	1	62
Approach %	0.0	45.5	54.5	0.0		20.0	0.0	80.0	0.0		37.8	60.0	2.2	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	8.1	9.7	0.0	17.7	1.6	0.0	6.5	0.0	8.1	27.4	43.5	1.6	0.0	72.6	1.6	0.0	0.0	0.0	1.6	
Exiting Leg Total	28					23					10					1					62

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:30 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:30 AM	0	0	1	0	1	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	8
7:45 AM	0	2	2	0	4	1	0	0	0	1	1	4	0	0	5	0	0	0	0	0	10
8:00 AM	0	0	1	0	1	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	7
8:15 AM	0	0	0	0	0	0	0	1	0	1	4	6	1	0	11	0	0	0	0	0	12
Total Volume	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
% Approach Total	0.0	33.3	66.7	0.0		33.3	0.0	66.7	0.0		29.6	66.7	3.7	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.500	0.000	0.375	0.250	0.000	0.500	0.000	0.750	0.500	0.750	0.250	0.000	0.614	0.250	0.000	0.000	0.000	0.250	0.771
Entering Leg	0	2	4	0	6	1	0	2	0	3	8	18	1	0	27	1	0	0	0	1	37
Exiting Leg	19					12					5					1					37
Total	25					15					32					2					74

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total	
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Approach %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	1					0					0					0					0	1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0	0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Single-Unit	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	1					0					0					0					0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0	0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0					0					0					0					0
Single-Unit Trucks	1					0					0					0					0
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	1					0					0					0					0

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	1					0					0					0					1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	1					0					0					0					1	
Total	2					0					0					0					2	

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot								
	from North							from East							from South							from West								
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0							0							0							0							0	
Total	0							0							0							0							0	

PDI File #: **207450 F**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg Total	0							0							0							0							0

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0							0							0							0							0
Total	0							0							0							0							0

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	9	0	9	6	3	0	0	9	0	0	0	0	0	34
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
5:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
5:30 PM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	6
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	14	0	0	14	0	0	7	0	7	2	4	1	0	7	2	0	0	0	2	30
Grand Total	0	30	0	0	30	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	64
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	43.8	6.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	46.9	0.0	0.0	46.9	0.0	0.0	25.0	0.0	25.0	12.5	10.9	1.6	0.0	25.0	3.1	0.0	0.0	0.0	3.1	
Exiting Leg Total	7					8					48					1					64
Cars	0	29	0	0	29	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	63
% Cars	0.0	96.7	0.0	0.0	96.7	0.0	0.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	98.4
Exiting Leg Total	7					8					47					1					63
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Heavy Vehicles	0.0	3.3	0.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
Total Volume	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.714	0.000	0.000	0.714	0.000	0.000	0.688	0.000	0.688	0.417	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.769
Cars	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Cars %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	100.0	0.0	100.0	100.0	100.0	0.0	0.0	100.0	100.0	0.0	0.0	0.0	100.0	100.0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cars Enter Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Cars Exiting Leg	3					5					32					0					40
Heavy Exiting Leg	0					0					0					0					0
Total Exiting Leg	3					5					32					0					40

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	3	0	0	3	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	7
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
Total	0	16	0	0	16	0	0	9	0	9	6	3	0	0	9	0	0	0	0	0	34
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
5:15 PM	0	1	0	0	1	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	5
5:30 PM	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	5
5:45 PM	0	2	0	0	2	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	6
Total	0	13	0	0	13	0	0	7	0	7	2	4	1	0	7	2	0	0	0	2	29
Grand Total	0	29	0	0	29	0	0	16	0	16	8	7	1	0	16	2	0	0	0	2	63
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		50.0	43.8	6.3	0.0		100.0	0.0	0.0	0.0		
Total %	0.0	46.0	0.0	0.0	46.0	0.0	0.0	25.4	0.0	25.4	12.7	11.1	1.6	0.0	25.4	3.2	0.0	0.0	0.0	3.2	
Exiting Leg Total	7					8					47					1					63

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:15 PM	0	1	0	0	1	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	5
4:30 PM	0	7	0	0	7	0	0	1	0	1	3	1	0	0	4	0	0	0	0	0	12
4:45 PM	0	5	0	0	5	0	0	4	0	4	1	0	0	0	1	0	0	0	0	0	10
5:00 PM	0	7	0	0	7	0	0	3	0	3	1	1	0	0	2	1	0	0	0	1	13
Total Volume	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	100.0	0.0		62.5	37.5	0.0	0.0		100.0	0.0	0.0	0.0		
PHF	0.000	0.714	0.000	0.000	0.714	0.000	0.000	0.688	0.000	0.688	0.417	0.750	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.250	0.769
Entering Leg	0	20	0	0	20	0	0	11	0	11	5	3	0	0	8	1	0	0	0	1	40
Exiting Leg	3					5					32					0					40
Total	23					16					40					1					80

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**



	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Single-Unit	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Exiting Leg Total	0					0					1					0					1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Single-Unit %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses	0					0					0					0					0
Single-Unit Trucks	0					0					1					0					1
Articulated Trucks	0					0					0					0					0
Total Exiting Leg	0					0					1					0					1

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot						
	from North					from East					from South					from West						
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0					0					0					0					0	0
Total	0					0					0					0					0	0

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					1					0					1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:45 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Approach Total	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
Entering Leg	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Exiting Leg	0					0					1					0					1
Total	1					0					1					0					2

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					Total
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0					0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Mill Bridge					Quinn Access Road					Mirak Mill East Driveway					Parking Lot					
	from North					from East					from South					from West					
	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Right	Thru	Left	U-Turn	Total	Total
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg	0					0					0					0					0
Total	0					0					0					0					0

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Bicycles (on Roadway and Crosswalks)

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0							0							1							0							1

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	0.0	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250		
Entering Leg	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0							0							1							0							1
Total	1							0							1							0							2

PDI File #: **207450 FF**
 Location: **N: Mill Bridge S: Mirak Mill East Driveway**
 Location: **E: Quinn Access Road W: Parking Lot**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6
Approach %	0	0	0	0	0	0	0	0	0	0	0	66.7	33.3		0	0	0	0	0	0	0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	33.3	16.7	50	0	0	0	0	0	0	0	0	0	0	0	0	50	50	
Exiting Leg Total	0							3							0							3							6

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Mill Bridge							Quinn Access Road							Mirak Mill East Driveway							Parking Lot							Total
	from North							from East							from South							from West							
	Right	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250		0.333
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
Exiting Leg	0							2							0							2							4
Total	0							4							0							4							8

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	3	61	0	0	0	64	0	1	5	0	0	6	0	0	0	1	0	1	0	4	14	0	0	18	1	0	0	2	0	3	92
7:15 AM	9	58	0	0	0	67	2	0	6	0	0	8	0	0	0	1	0	1	0	1	14	0	0	15	0	0	0	3	0	3	94
7:30 AM	16	81	0	1	0	98	1	0	3	0	0	4	0	0	0	0	0	0	0	5	41	1	0	47	0	0	0	4	0	4	153
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
Total	62	262	0	4	0	328	4	1	15	0	0	20	0	0	0	2	0	2	0	12	119	2	0	133	1	0	0	9	0	10	493
8:00 AM	6	74	0	5	0	85	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	151
8:15 AM	7	52	0	1	0	60	0	0	1	0	0	1	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	2	0	2	90
8:30 AM	1	44	0	2	0	47	1	0	0	0	0	1	0	0	0	0	0	0	0	1	26	0	0	27	0	0	0	1	0	1	76
8:45 AM	2	36	0	1	0	39	0	0	2	0	0	2	0	0	0	0	0	0	0	1	24	1	0	26	1	0	0	1	0	2	69
Total	16	206	0	9	0	231	2	0	6	0	0	8	0	1	0	0	0	1	0	4	130	2	0	136	2	0	0	8	0	10	386
Grand Total	78	468	0	13	0	559	6	1	21	0	0	28	0	1	0	2	0	3	0	16	249	4	0	269	3	0	0	17	0	20	879
Approach %	14.0	83.7	0.0	2.3	0.0		21.4	3.6	75.0	0.0	0.0		0.0	33.3	0.0	66.7	0.0		0.0	5.9	92.6	1.5	0.0		15.0	0.0	0.0	85.0	0.0		
Total %	8.9	53.2	0.0	1.5	0.0	63.6	0.7	0.1	2.4	0.0	0.0	3.2	0.0	0.1	0.0	0.2	0.0	0.3	0.0	1.8	28.3	0.5	0.0	30.6	0.3	0.0	0.0	1.9	0.0	2.3	
Exiting Leg Total	273						29						0						494						83						879
Cars	76	459	0	13	0	548	5	1	12	0	0	18	0	1	0	2	0	3	0	12	246	2	0	260	3	0	0	17	0	20	849
% Cars	97.4	98.1	0.0	100.0	0.0	98.0	83.3	100.0	57.1	0.0	0.0	64.3	0.0	100.0	0.0	100.0	0.0	100.0	0.0	75.0	98.8	50.0	0.0	96.7	100.0	0.0	0.0	100.0	0.0	100.0	96.6
Exiting Leg Total	269						25						0						476						79						849
Heavy Vehicles	2	9	0	0	0	11	1	0	9	0	0	10	0	0	0	0	0	0	0	4	3	2	0	9	0	0	0	0	0	0	30
% Heavy Vehicles	2.6	1.9	0.0	0.0	0.0	2.0	16.7	0.0	42.9	0.0	0.0	35.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	1.2	50.0	0.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	3.4
Exiting Leg Total	4						4						0						18						4						30

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:15 AM	9	58	0	0	0	67	2	0	6	0	0	8	0	0	0	1	0	1	0	1	14	0	0	15	0	0	0	3	0	3	94	
7:30 AM	16	81	0	1	0	98	1	0	3	0	0	4	0	0	0	0	0	0	0	5	41	1	0	47	0	0	0	4	0	4	153	
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154	
8:00 AM	6	74	0	5	0	85	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	151	
Total Volume	65	275	0	9	0	349	5	0	13	0	0	18	0	1	0	1	0	2	0	10	158	3	0	171	1	0	0	11	0	12	552	
% Approach Total	18.6	78.8	0.0	2.6	0.0		27.8	0.0	72.2	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.0	5.8	92.4	1.8	0.0		8.3	0.0	0.0	91.7	0.0			
PHF	0.478	0.849	0.000	0.450	0.000	0.881	0.625	0.000	0.542	0.000	0.000	0.563	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.500	0.745	0.750	0.000	0.763	0.250	0.000	0.000	0.688	0.000	0.600	0.896	
Cars	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536	
Cars %	98.5	98.9	0.0	100.0	0.0	98.9	80.0	0.0	61.5	0.0	0.0	66.7	0.0	100.0	0.0	100.0	0.0	100.0	0.0	70.0	98.7	66.7	0.0	96.5	100.0	0.0	0.0	100.0	0.0	100.0	97.1	
Heavy Vehicles	1	3	0	0	0	4	1	0	5	0	0	6	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16	
Heavy Vehicles %	1.5	1.1	0.0	0.0	0.0	1.1	20.0	0.0	38.5	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.0	1.3	33.3	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	2.9	
Cars Enter Leg	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536	
Heavy Enter Leg	1	3	0	0	0	4	1	0	5	0	0	6	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16	
Total Entering Leg	65	275	0	9	0	349	5	0	13	0	0	18	0	1	0	1	0	2	0	10	158	3	0	171	1	0	0	11	0	12	552	
Cars Exiting Leg						172						16						0						282							66	536
Heavy Exiting Leg						3						3						0						8						2	16	
Total Exiting Leg						175						19						0						290						68	552	

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	3	59	0	0	0	62	0	1	3	0	0	4	0	0	0	1	0	1	0	4	14	0	0	18	1	0	0	2	0	3	88
7:15 AM	9	58	0	0	0	67	1	0	2	0	0	3	0	0	0	1	0	1	0	1	13	0	0	14	0	0	0	3	0	3	88
7:30 AM	16	81	0	1	0	98	1	0	2	0	0	3	0	0	0	0	0	0	0	2	40	0	0	42	0	0	0	4	0	4	147
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
Total	62	260	0	4	0	326	3	1	8	0	0	12	0	0	0	2	0	2	0	9	117	1	0	127	1	0	0	9	0	10	477
8:00 AM	5	71	0	5	0	81	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	147
8:15 AM	7	51	0	1	0	59	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0	0	27	0	0	0	2	0	2	88
8:30 AM	1	42	0	2	0	45	1	0	0	0	0	1	0	0	0	0	0	0	0	0	25	0	0	25	0	0	0	1	0	1	72
8:45 AM	1	35	0	1	0	37	0	0	1	0	0	1	0	0	0	0	0	0	0	1	24	0	0	25	1	0	0	1	0	2	65
Total	14	199	0	9	0	222	2	0	4	0	0	6	0	1	0	0	0	1	0	3	129	1	0	133	2	0	0	8	0	10	372
Grand Total	76	459	0	13	0	548	5	1	12	0	0	18	0	1	0	2	0	3	0	12	246	2	0	260	3	0	0	17	0	20	849
Approach %	13.9	83.8	0.0	2.4	0.0		27.8	5.6	66.7	0.0	0.0		0.0	33.3	0.0	66.7	0.0		0.0	4.6	94.6	0.8	0.0		15.0	0.0	0.0	85.0	0.0		
Total %	9.0	54.1	0.0	1.5	0.0	64.5	0.6	0.1	1.4	0.0	0.0	2.1	0.0	0.1	0.0	0.2	0.0	0.4	0.0	1.4	29.0	0.2	0.0	30.6	0.4	0.0	0.0	2.0	0.0	2.4	
Exiting Leg Total						269						25						0						476						79	849

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:15 AM	9	58	0	0	0	67	1	0	2	0	0	3	0	0	0	1	0	1	0	1	13	0	0	14	0	0	0	3	0	3	88
7:30 AM	16	81	0	1	0	98	1	0	2	0	0	3	0	0	0	0	0	0	0	2	40	0	0	42	0	0	0	4	0	4	147
7:45 AM	34	62	0	3	0	99	1	0	1	0	0	2	0	0	0	0	0	0	0	2	50	1	0	53	0	0	0	0	0	0	154
8:00 AM	5	71	0	5	0	81	1	0	3	0	0	4	0	1	0	0	0	1	0	2	53	1	0	56	1	0	0	4	0	5	147
Total Volume	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
% Approach Total	18.6	78.8	0.0	2.6	0.0		33.3	0.0	66.7	0.0	0.0		0.0	50.0	0.0	50.0	0.0		0.0	4.2	94.5	1.2	0.0		8.3	0.0	0.0	91.7	0.0		
PHF	0.471	0.840	0.000	0.450	0.000	0.871	1.000	0.000	0.667	0.000	0.000	0.750	0.000	0.250	0.000	0.250	0.000	0.500	0.000	0.875	0.736	0.500	0.000	0.737	0.250	0.000	0.000	0.688	0.000	0.600	0.870
Entering Leg	64	272	0	9	0	345	4	0	8	0	0	12	0	1	0	1	0	2	0	7	156	2	0	165	1	0	0	11	0	12	536
Exiting Leg						172						16						0						282						66	536
Total						517						28						2						447						78	1072

PDI File #: 207450 G
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 7:00 AM
 End Time: 9:00 AM
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	1	0	5	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
8:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4
8:45 AM	1	1	0	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	4
Total	2	7	0	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	14
Grand Total	2	9	0	0	0	11	1	0	9	0	0	10	0	0	0	0	0	0	0	4	3	2	0	9	0	0	0	0	0	0	30
Approach %	18.2	81.8	0.0	0.0	0.0		10.0	0.0	90.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	44.4	33.3	22.2	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	6.7	30.0	0.0	0.0	0.0	36.7	3.3	0.0	30.0	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0		13.3	10.0	6.7	30.0		0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4						4						0						18						4						30
Buses	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	50.0	0.0	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	3.3
Exiting Leg Total	0						0						0						0						1						1
Single-Unit Trucks	1	9	0	0	0	10	1	0	8	0	0	9	0	0	0	0	0	0	0	3	3	2	0	8	0	0	0	0	0	0	27
% Single-Unit	50.0	100.0	0.0	0.0	0.0	90.9	100.0	0.0	88.9	0.0	0.0	90.0	0.0	0.0	0.0	0.0	0.0	0.0		75.0	100.0	100.0	0.0	88.9		0.0	0.0	0.0	0.0	0.0	90.0
Exiting Leg Total	4						3						0						17						3						27
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0		25.0	0.0	0.0	0.0	11.1		0.0	0.0	0.0	0.0	0.0	6.7
Exiting Leg Total	0						1						0						1						0						2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	4	0	0	5	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	6
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	1	0	5	0	0	0	0	0	0	6
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16
% Approach Total	0.0	100.0	0.0	0.0	0.0		12.5	0.0	87.5	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	50.0	33.3	16.7	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.438	0.000	0.000	0.400	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.667
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	14
Single-Unit %	0.0	100.0	0.0	0.0	0.0	100.0	100.0	0.0	85.7	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	66.7	100.0	100.0	0.0	83.3	0.0	0.0	0.0	0.0	0.0	0.0	87.5
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.3	0.0	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	0.0	0.0	0.0	16.7	0.0	0.0	0.0	0.0	0.0	0.0	12.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	14
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total Entering Leg	0	2	0	0	0	2	1	0	7	0	0	8	0	0	0	0	0	0	0	3	2	1	0	6	0	0	0	0	0	0	16
Buses	0						0						0						0						0						0
Single-Unit Trucks	3						2						0						8						1						14
Articulated Trucks	0						1						0						1						0						2
Total Exiting Leg	3						3						0						9						1					16	

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	100.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0						1						1

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

8:00 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total Volume	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
% Approach Total	100.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
Entering Leg	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Exiting Leg	0						0						0						0						1						1
Total	1						0						0						0						1						2

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
7:15 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5	
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	5	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	0	14
8:00 AM	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
8:15 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:30 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	
8:45 AM	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	3	
Total	1	7	0	0	0	8	0	0	2	0	0	2	0	0	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	0	0	13
Grand Total	1	9	0	0	0	10	1	0	8	0	0	9	0	0	0	0	0	0	0	3	3	2	0	8	0	0	0	0	0	0	0	27
Approach %	10.0	90.0	0.0	0.0	0.0		11.1	0.0	88.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	37.5	37.5	25.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	3.7	33.3	0.0	0.0	0.0	37.0	3.7	0.0	29.6	0.0	0.0	33.3	0.0	0.0	0.0	0.0	0.0	0.0		0.0	11.1	11.1	7.4	0.0	29.6	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	4						3						0						17						3						27	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	1	0	4	0	0	0	0	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	14
% Approach Total	0.0	100.0	0.0	0.0	0.0		14.3	0.0	85.7	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	40.0	40.0	20.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.313	0.000	0.000	0.000	0.000	0.000	0.000	0.700
Entering Leg	0	2	0	0	0	2	1	0	6	0	0	7	0	0	0	0	0	0	0	2	2	1	0	5	0	0	0	0	0	0	14
Exiting Leg	3						2						0						8						1						14
Total	5						9						0						13						1						28

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
Approach %	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0						1						0						1						0						2	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	100.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500
Entering Leg	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Exiting Leg	0						1						0						1						0						2
Total	0						2						0						2						0						4

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0								3								2								0								0								5	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total								
	from North								from East								from Southeast								from South								from West																
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total									
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2							
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1								
Total Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	0	4						
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0									
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500								
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4							
Exiting Leg	0								2								2								0								0								0								4
Total	0								4								2								2								0								0								8

PDI File #: **207450 G**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	25	0	0	0	0	0	3	0	3	0	0	0	0	0	0	7	7	35
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	11	31
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	0	3	0	3	0	0	0	0	0	10	10	51	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1		
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	0	1	1	1	9		
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	42	3	45	0	0	0	0	0	3	0	3	0	0	0	0	0	11	11	60	
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100		0	0	0	0	0	93.3	6.67		0	0	0	0	0	100	0		0	0	0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.67	1.67	0	0	0	0	0	70	5	75	0	0	0	0	0	5	0	5	0	0	0	18.3	18.3				
Exiting Leg Total	0								1								45								3								11								60

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	3	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2		
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	1	25	0	0	0	0	0	3	0	3	0	0	0	0	0	7	7	35	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	0	1	1	11			
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	0	3	0	3	0	0	0	0	0	10	10	51	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	94.7	5.3		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.500	0.380	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.357	0.357	0.364	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	2	38	0	0	0	0	0	3	0	3	0	0	0	0	0	10	10	51	
Exiting Leg	0								0								38								3								10								51
Total	0								0								76								6								20								102

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Cars and Heavy Vehicles (Combined)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	30	0	1	0	31	1	0	3	0	0	4	0	0	0	0	0	0	0	0	2	43	0	0	45	1	0	0	1	0	2
4:15 PM	0	23	1	2	0	26	3	0	1	0	0	4	0	0	0	0	0	0	0	0	1	62	1	0	64	0	0	0	4	0	4
4:30 PM	0	31	0	0	0	31	3	0	2	0	0	5	0	2	0	1	0	3	0	3	47	1	0	51	0	0	0	1	0	1	
4:45 PM	1	26	1	1	0	29	4	0	3	0	0	7	0	0	0	1	0	1	0	3	36	0	0	39	0	0	0	2	0	2	
Total	1	110	2	4	0	117	11	0	9	0	0	20	0	2	0	2	0	4	0	9	188	2	0	199	1	0	0	8	0	9	
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	73	1	0	76	0	0	1	2	0	3	
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	3	67	0	0	70	1	0	0	2	0	3	
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	
Total	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	
Grand Total	6	200	3	9	0	218	16	1	18	0	0	35	0	2	0	3	0	5	2	13	461	6	0	482	3	0	1	15	0	19	
Approach %	2.8	91.7	1.4	4.1	0.0		45.7	2.9	51.4	0.0	0.0		0.0	40.0	0.0	60.0	0.0		0.4	2.7	95.6	1.2	0.0		15.8	0.0	5.3	78.9	0.0		
Total %	0.8	26.4	0.4	1.2	0.0	28.7	2.1	0.1	2.4	0.0	0.0	4.6	0.0	0.3	0.0	0.4	0.0	0.7	0.3	1.7	60.7	0.8	0.0	63.5	0.4	0.0	0.1	2.0	0.0	2.5	
Exiting Leg Total	494						23						5						224						13						
Cars	6	200	3	8	0	217	16	1	18	0	0	35	0	2	0	3	0	5	2	9	458	6	0	475	3	0	1	15	0	19	
% Cars	100.0	100.0	100.0	88.9	0.0	99.5	100.0	100.0	100.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	100.0	100.0	69.2	99.3	100.0	0.0	98.5	100.0	0.0	100.0	100.0	0.0	100.0	
Exiting Leg Total	491						18						5						224						13						
Heavy Vehicles	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	
% Heavy Vehicles	0.0	0.0	0.0	11.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.8	0.7	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3						5						0						0						0						

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	73	1	0	76	0	0	1	2	0	3	111
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	3	67	0	0	70	1	0	0	2	0	3	103
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total Volume	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	410
% Approach Total	5.0	89.1	1.0	5.0	0.0		33.3	6.7	60.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.7	1.4	96.5	1.4	0.0		20.0	0.0	10.0	70.0	0.0		
PHF	0.625	0.804	0.250	0.625	0.000	0.842	0.417	0.250	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.333	0.935	0.500	0.000	0.931	0.500	0.000	0.250	0.875	0.000	0.833	0.923
Cars	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Cars %	100.0	100.0	100.0	100.0	0.0	100.0	100.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	100.0	0.0	100.0	100.0	75.0	99.3	100.0	0.0	98.9	100.0	0.0	100.0	100.0	0.0	100.0	99.3
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.7	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Cars Enter Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Heavy Enter Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	3
Total Entering Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	4	273	4	0	283	2	0	1	7	0	10	410
Cars Exiting Leg	283						9						3						102						10						407
Heavy Exiting Leg	2						1						0						0						0						3
Total Exiting Leg	285						10						3						102						10						410

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	30	0	0	0	30	1	0	3	0	0	4	0	0	0	0	0	0	0	1	42	0	0	43	1	0	0	1	0	2	79
4:15 PM	0	23	1	2	0	26	3	0	1	0	0	4	0	0	0	0	0	0	0	0	62	1	0	63	0	0	0	4	0	4	97
4:30 PM	0	31	0	0	0	31	3	0	2	0	0	5	0	2	0	1	0	3	0	3	47	1	0	51	0	0	0	1	0	1	91
4:45 PM	1	26	1	1	0	29	4	0	3	0	0	7	0	0	0	1	0	1	0	2	36	0	0	38	0	0	0	2	0	2	77
Total	1	110	2	3	0	116	11	0	9	0	0	20	0	2	0	2	0	4	0	6	187	2	0	195	1	0	0	8	0	9	344
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	71	1	0	74	0	0	1	2	0	3	109
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	2	67	0	0	69	1	0	0	2	0	3	102
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Grand Total	6	200	3	8	0	217	16	1	18	0	0	35	0	2	0	3	0	5	2	9	458	6	0	475	3	0	1	15	0	19	751
Approach %	2.8	92.2	1.4	3.7	0.0		45.7	2.9	51.4	0.0	0.0		0.0	40.0	0.0	60.0	0.0		0.4	1.9	96.4	1.3	0.0		15.8	0.0	5.3	78.9	0.0		
Total %	0.8	26.6	0.4	1.1	0.0	28.9	2.1	0.1	2.4	0.0	0.0	4.7	0.0	0.3	0.0	0.4	0.0	0.7	0.3	1.2	61.0	0.8	0.0	63.2	0.4	0.0	0.1	2.0	0.0	2.5	
Exiting Leg Total						491						18						5						224						13	751

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
5:00 PM	1	25	0	1	0	27	3	0	2	0	0	5	0	0	0	0	0	0	2	0	71	1	0	74	0	0	1	2	0	3	109
5:15 PM	1	16	0	2	0	19	1	0	1	0	0	2	0	0	0	1	0	1	0	0	72	1	0	73	0	0	0	1	0	1	96
5:30 PM	1	21	1	2	0	25	1	1	3	0	0	5	0	0	0	0	0	0	0	2	67	0	0	69	1	0	0	2	0	3	102
5:45 PM	2	28	0	0	0	30	0	0	3	0	0	3	0	0	0	0	0	0	0	1	61	2	0	64	1	0	0	2	0	3	100
Total Volume	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
% Approach Total	5.0	89.1	1.0	5.0	0.0		33.3	6.7	60.0	0.0	0.0		0.0	0.0	0.0	100.0	0.0		0.7	1.1	96.8	1.4	0.0		20.0	0.0	10.0	70.0	0.0		
PHF	0.625	0.804	0.250	0.625	0.000	0.842	0.417	0.250	0.750	0.000	0.000	0.750	0.000	0.000	0.000	0.250	0.000	0.250	0.250	0.375	0.941	0.500	0.000	0.946	0.500	0.000	0.250	0.875	0.000	0.833	0.933
Entering Leg	5	90	1	5	0	101	5	1	9	0	0	15	0	0	0	1	0	1	2	3	271	4	0	280	2	0	1	7	0	10	407
Exiting Leg						283						9						3						102						10	407
Total						384						24						4						382						20	814

PDI File #: 207450 GG
 Location: N: Forest Street S: Forest Street
 Location: E: Ryder Street W: Peirce Street SE: Driveway
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	3
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	8
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	37.5	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	3						5						0						0						0						8	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0						0						0	
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	8
% Single-Unit	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	
Exiting Leg Total	3						5						0						0						0						8	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0						0						0						0						0						0	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total		
	from North						from East						from Southeast						from South						from West								
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total			
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	3	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1		
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5		
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.417		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5		
Single-Unit %	0.0	0.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Single-Unit Trucks	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5		
Buses	0						0						0						0						0						0		
Single-Unit Trucks	1						4						0						4						0						5		
Articulated Trucks	0						0						0						0						0						0		
Total Exiting Leg	1						4						0					0					0					0					5

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0						0						

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0						0						0						0						0						0
Total	0						0						0						0						0						0

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	0	0	0	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	3
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	7	0	0	0	0	0	0	0	8
Approach %	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	57.1	42.9	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
Total %	0.0	0.0	0.0	12.5	0.0	12.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	37.5	0.0	0.0	87.5	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	3						5						0						0						0						8	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total	
	from North						from East						from Southeast						from South						from West							
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total		
4:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	
Total Volume	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5	
% Approach Total	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	75.0	25.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0			
PHF	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.250	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.417	
Entering Leg	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	0	5	
Exiting Leg	1						4						0						0						0						5	
Total	2						4						0						4						0						10	

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0						0						0						0						0						

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Forest Street						Ryder Street						Driveway						Forest Street						Peirce Street						Total
	from North						from East						from Southeast						from South						from West						
	Right	Thru	Bear Left	Left	U-Turn	Total	Right	Thru	Left	Hard Left	U-Turn	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	Total	Hard Right	Right	Thru	Left	U-Turn	Total	Right	Bear Right	Thru	Left	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Exiting Leg	0						0						0						0						0						0
Total	0						0						0						0						0						0

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Bicycles (on Roadway and Crosswalks)

	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	4	
Approach %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	25.0	0.0		
Exiting Leg Total	0								2								0								1								1								4	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total		
	from North								from East								from Southeast								from South								from West										
	Right	Thru	Bear Left	Left	U-Turn	CW-EB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NWB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total			
5:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	50.0	50.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0				
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.250	0.000	0.000	0.000	0.500		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.375
Entering Leg	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	3		
Exiting Leg	0								1								0								1								1								3		
Total	0								3								0								2								1								6		

PDI File #: **207450 GG**
 Location: **N: Forest Street S: Forest Street**
 Location: **E: Ryder Street W: Peirce Street SE: Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Pedestrians

	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total	
	from North								from East								from Southeast								from South								from West									
	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-SB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3	3	6	0	0	0	0	0	1	0	1	0	0	0	0	5	0	5	13	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	6	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4		
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2	4	6	0	0	0	0	0	0	1	1	0	0	0	0	0	2	2	11	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3	0	0	0	0	0	5	7	12	0	0	0	0	0	1	1	2	0	0	0	0	5	2	7	24		
Approach %	0	0	0	0	0	0	0	0	0	0	0	0	33.3	66.7			0	0	0	0	0	41.7	58.3		0	0	0	0	0	50	50	0	0	0	0	0	71.4	28.6				
Total %	0	0	0	0	0	0	0	0	0	0	0	0	4.17	8.33	12.5	50	0	0	0	0	0	20.8	29.2	50		0	0	0	0	0	4.17	4.17	8.33	0	0	0	0	20.8	8.33	29.2		
Exiting Leg Total	0								3								12								2								7								24	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:15 PM	Forest Street								Ryder Street								Driveway								Forest Street								Peirce Street								Total
	from North								from East								from Southeast								from South								from West								
	Right	Thru	Bear Left	Left	U-Turn	CW-SB	CW-WB	Total	Right	Thru	Left	Hard Left	U-Turn	CW-SB	CW-NB	Total	Hard Right	Bear Right	Bear Left	Hard Left	U-Turn	CW-SWB	CW-NEB	Total	Hard Right	Right	Thru	Left	U-Turn	CW-WB	CW-EB	Total	Right	Bear Right	Thru	Left	U-Turn	CW-NB	CW-SB	Total	
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5	
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	1	1	0	0	0	0	1	1	6		
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	2	6	8	0	0	0	0	0	0	1	1	0	0	0	0	4	1	5	15	
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	100.0	0.0		0.0	0.0	0.0	0.0	0.0	25.0	75.0		0.0	0.0	0.0	0.0	0.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	80.0	20.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.500	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.313	0.625	
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	2	6	8	0	0	0	0	0	0	1	1	0	0	0	0	4	1	5	15	
Exiting Leg	0								1								8								1								5								15
Total	0								2								16								2								10								30

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars and Heavy Vehicles (Combined)

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	1	0	2	0	5	0	5	1	3	0	4	11
7:15 AM	6	0	0	6	0	2	0	2	0	1	0	1	9
7:30 AM	4	0	0	4	0	0	0	0	4	3	0	7	11
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
Total	12	2	0	14	1	8	0	9	8	9	0	17	40
8:00 AM	3	0	0	3	0	1	0	1	5	2	0	7	11
8:15 AM	1	3	0	4	0	0	0	0	1	0	0	1	5
8:30 AM	1	0	0	1	0	1	0	1	3	0	0	3	5
8:45 AM	0	0	0	0	0	2	0	2	0	2	0	2	4
Total	5	3	0	8	0	4	0	4	9	4	0	13	25
Grand Total	17	5	0	22	1	12	0	13	17	13	0	30	65
Approach %	77.3	22.7	0.0		7.7	92.3	0.0		56.7	43.3	0.0		
Total %	26.2	7.7	0.0	33.8	1.5	18.5	0.0	20.0	26.2	20.0	0.0	46.2	
Exiting Leg Total	14				22				29				65
Cars	11	5	0	16	1	9	0	10	15	12	0	27	53
% Cars	64.7	100.0	0.0	72.7	100.0	75.0	0.0	76.9	88.2	92.3	0.0	90.0	81.5
Exiting Leg Total	13				20				20				53
Heavy Vehicles	6	0	0	6	0	3	0	3	2	1	0	3	12
% Heavy Vehicles	35.3	0.0	0.0	27.3	0.0	25.0	0.0	23.1	11.8	7.7	0.0	10.0	18.5
Exiting Leg Total	1				2				9				12

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:00 AM	1	1	0	2		0	5	0	5		1	3	0	4		11
7:15 AM	6	0	0	6		0	2	0	2		0	1	0	1		9
7:30 AM	4	0	0	4		0	0	0	0		4	3	0	7		11
7:45 AM	1	1	0	2		1	1	0	2		3	2	0	5		9
Total Volume	12	2	0	14		1	8	0	9		8	9	0	17		40
% Approach Total	85.7	14.3	0.0			11.1	88.9	0.0			47.1	52.9	0.0			
PHF	0.500	0.500	0.000	0.583		0.250	0.400	0.000	0.450		0.500	0.750	0.000	0.607		0.909
Cars	7	2	0	9		1	6	0	7		7	8	0	15		31
Cars %	58.3	100.0	0.0	64.3		100.0	75.0	0.0	77.8		87.5	88.9	0.0	88.2		77.5
Heavy Vehicles	5	0	0	5		0	2	0	2		1	1	0	2		9
Heavy Vehicles %	41.7	0.0	0.0	35.7		0.0	25.0	0.0	22.2		12.5	11.1	0.0	11.8		22.5
Cars Enter Leg	7	2	0	9		1	6	0	7		7	8	0	15		31
Heavy Enter Leg	5	0	0	5		0	2	0	2		1	1	0	2		9
Total Entering Leg	12	2	0	14		1	8	0	9		8	9	0	17		40
Cars Exiting Leg				9					9					13		31
Heavy Exiting Leg				1					1					7		9
Total Exiting Leg				10					10					20		40

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Cars

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:00 AM	0	1	0	1		0	4	0	4		1	3	0	4		9
7:15 AM	3	0	0	3		0	1	0	1		0	1	0	1		5
7:30 AM	3	0	0	3		0	0	0	0		3	2	0	5		8
7:45 AM	1	1	0	2		1	1	0	2		3	2	0	5		9
Total	7	2	0	9		1	6	0	7		7	8	0	15		31
8:00 AM	3	0	0	3		0	1	0	1		5	2	0	7		11
8:15 AM	0	3	0	3		0	0	0	0		1	0	0	1		4
8:30 AM	1	0	0	1		0	1	0	1		2	0	0	2		4
8:45 AM	0	0	0	0		0	1	0	1		0	2	0	2		3
Total	4	3	0	7		0	3	0	3		8	4	0	12		22
Grand Total	11	5	0	16		1	9	0	10		15	12	0	27		53
Approach %	68.8	31.3	0.0			10.0	90.0	0.0			55.6	44.4	0.0			
Total %	20.8	9.4	0.0	30.2		1.9	17.0	0.0	18.9		28.3	22.6	0.0	50.9		
Exiting Leg Total	13					20					20					53

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:15 AM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:15 AM	3	0	0	3	0	1	0	1	0	1	0	1	5
7:30 AM	3	0	0	3	0	0	0	0	3	2	0	5	8
7:45 AM	1	1	0	2	1	1	0	2	3	2	0	5	9
8:00 AM	3	0	0	3	0	1	0	1	5	2	0	7	11
Total Volume	10	1	0	11	1	3	0	4	11	7	0	18	33
% Approach Total	90.9	9.1	0.0		25.0	75.0	0.0		61.1	38.9	0.0		
PHF	0.833	0.250	0.000	0.917	0.250	0.750	0.000	0.500	0.550	0.875	0.000	0.643	0.750
Entering Leg	10	1	0	11	1	3	0	4	11	7	0	18	33
Exiting Leg				8				12				13	33
Total				19				16				31	66

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	3	0	0	3	0	1	0	1	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	0	0	5	0	2	0	2	1	1	0	2	9
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
8:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	0	0	1	0	1	0	1	1	0	0	1	3
Grand Total	6	0	0	6	0	3	0	3	2	1	0	3	12
Approach %	100.0	0.0	0.0		0.0	100.0	0.0		66.7	33.3	0.0		
Total %	50.0	0.0	0.0	50.0	0.0	25.0	0.0	25.0	16.7	8.3	0.0	25.0	
Exiting Leg Total	1				2				9				12
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0
Single-Unit Trucks	5	0	0	5	0	3	0	3	1	1	0	2	10
% Single-Unit	83.3	0.0	0.0	83.3	0.0	100.0	0.0	100.0	50.0	100.0	0.0	66.7	83.3
Exiting Leg Total	1				1				8				10
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
% Articulated	16.7	0.0	0.0	16.7	0.0	0.0	0.0	0.0	50.0	0.0	0.0	33.3	16.7
Exiting Leg Total	0				1				1				2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	3	0	0	3	0	1	0	1	0	0	0	0	4
7:30 AM	1	0	0	1	0	0	0	0	1	1	0	2	3
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	5	0	0	5	0	2	0	2	1	1	0	2	9
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		50.0	50.0	0.0		
PHF	0.417	0.000	0.000	0.417	0.000	0.500	0.000	0.500	0.250	0.250	0.000	0.250	0.563
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	4	0	0	4	0	2	0	2	0	1	0	1	7
Single-Unit %	80.0	0.0	0.0	80.0	0.0	100.0	0.0	100.0	0.0	100.0	0.0	50.0	77.8
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Articulated %	20.0	0.0	0.0	20.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	50.0	22.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	4	0	0	4	0	2	0	2	0	1	0	1	7
Articulated Trucks	1	0	0	1	0	0	0	0	1	0	0	1	2
Total Entering Leg	5	0	0	5	0	2	0	2	1	1	0	2	9
Buses				0				0				0	0
Single-Unit Trucks				1				0				6	7
Articulated Trucks				0				1				1	2
Total Exiting Leg				1				1				7	9

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Buses

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total	
	from North				from East				from South					
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Exiting Leg Total	0				0				0				0	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Single-Unit Trucks

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:00 AM	1	0	0	1		0	1	0	1		0	0	0	0		2
7:15 AM	2	0	0	2		0	1	0	1		0	0	0	0		3
7:30 AM	1	0	0	1		0	0	0	0		0	1	0	1		2
7:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
Total	4	0	0	4		0	2	0	2		0	1	0	1		7
8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
8:15 AM	1	0	0	1		0	0	0	0		0	0	0	0		1
8:30 AM	0	0	0	0		0	0	0	0		1	0	0	1		1
8:45 AM	0	0	0	0		0	1	0	1		0	0	0	0		1
Total	1	0	0	1		0	1	0	1		1	0	0	1		3
Grand Total	5	0	0	5		0	3	0	3		1	1	0	2		10
Approach %	100.0	0.0	0.0			0.0	100.0	0.0			50.0	50.0	0.0			
Total %	50.0	0.0	0.0	50.0		0.0	30.0	0.0	30.0		10.0	10.0	0.0	20.0		
Exiting Leg Total	1					1					8					10

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	2
7:15 AM	2	0	0	2	0	1	0	1	0	0	0	0	3
7:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	4	0	0	4	0	2	0	2	0	1	0	1	7
% Approach Total	100.0	0.0	0.0		0.0	100.0	0.0		0.0	100.0	0.0		
PHF	0.500	0.000	0.000	0.500	0.000	0.500	0.000	0.500	0.000	0.250	0.000	0.250	0.583
Entering Leg	4	0	0	4	0	2	0	2	0	1	0	1	7
Exiting Leg				1				0				6	7
Total				5				2				7	14

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Articulated Trucks

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
7:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
7:15 AM	1	0	0	1		0	0	0	0		0	0	0	0		1
7:30 AM	0	0	0	0		0	0	0	0		1	0	0	1		1
7:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
Total	1	0	0	1		0	0	0	0		1	0	0	1		2
8:00 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
8:15 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
8:30 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
8:45 AM	0	0	0	0		0	0	0	0		0	0	0	0		0
Total	0	0	0	0		0	0	0	0		0	0	0	0		0
Grand Total	1	0	0	1		0	0	0	0		1	0	0	1		2
Approach %	100.0	0.0	0.0			0.0	0.0	0.0			100.0	0.0	0.0			
Total %	50.0	0.0	0.0	50.0		0.0	0.0	0.0	0.0		50.0	0.0	0.0	50.0		
Exiting Leg Total	0					1					1					2

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	0	0	1	0	0	1	2
% Approach Total	100.0	0.0	0.0		0.0	0.0	0.0		100.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.500
Entering Leg	1	0	0	1	0	0	0	0	1	0	0	1	2
Exiting Leg				0				1				1	2
Total				1				1				2	4

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**



Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**

Class: **Bicycles (on Roadway and Crosswalks)**

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	3	4
Grand Total	3	1	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	3	7
Approach %	75.0	25.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0			
Total %	42.9	14.3	0.0	0.0	0.0	57.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0	0.0	42.9		
Exiting Leg Total	3						1						3						7	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:45 AM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
7:45 AM	3	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	5
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.417
Entering Leg	3	0	0	0	0	3	0	0	0	0	0	0	0	0	2	0	0	0	2	5
Exiting Leg						2							0						3	5
Total						5							0						5	10

PDI File #: **207450 H**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **7:00 AM**
 End Time: **9:00 AM**
 Class:



Pedestrians

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	21	1	22	0	0	0	0	0	0	22
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	8
Total	0	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	0	0	0	0	33	3	36	0	0	0	0	0	0	36
Approach %	0	0	0	0	0	0	0	0	0	0	91.667	8.3333		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	91.667	8.3333	100	0	0	0	0	0	0	
Exiting Leg Total	0						36						0						36	

Peak Hour Analysis from 07:00 AM to 09:00 AM begins at:

7:00 AM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	21	1	22	0	0	0	0	0	0	22
7:45 AM	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	8
Total Volume	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
% Approach Total	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	93.8	6.3		0.0	0.0	0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.357	0.500	0.364	0.000	0.000	0.000	0.000	0.000	0.000	0.364
Entering Leg	0	0	0	0	0	0	0	0	0	30	2	32	0	0	0	0	0	0	32
Exiting Leg	0						32						0						32
Total	0						64						0						64

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars and Heavy Vehicles (Combined)

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	1	1	0	2	9
4:15 PM	2	0	0	2	1	1	0	2	2	1	0	3	7
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	3	0	3	10
Total	6	1	0	7	4	13	0	17	3	8	0	11	35
5:00 PM	1	0	0	1	0	4	0	4	1	0	0	1	6
5:15 PM	0	0	0	0	0	2	0	2	1	1	0	2	4
5:30 PM	1	0	0	1	1	3	0	4	2	3	1	6	11
5:45 PM	3	0	0	3	0	0	0	0	0	1	1	2	5
Total	5	0	0	5	1	9	0	10	4	5	2	11	26
Grand Total	11	1	0	12	5	22	0	27	7	13	2	22	61
Approach %	91.7	8.3	0.0		18.5	81.5	0.0		31.8	59.1	9.1		
Total %	18.0	1.6	0.0	19.7	8.2	36.1	0.0	44.3	11.5	21.3	3.3	36.1	
Exiting Leg Total	18				8				35				61
Cars	11	1	0	12	5	22	0	27	5	11	2	18	57
% Cars	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	71.4	84.6	100.0	81.8	93.4
Exiting Leg Total	16				6				35				57
Heavy Vehicles	0	0	0	0	0	0	0	0	2	2	0	4	4
% Heavy Vehicles	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.6	15.4	0.0	18.2	6.6
Exiting Leg Total	2				2				0				4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	1	1	0	2	9
4:15 PM	2	0	0	2	1	1	0	2	2	1	0	3	7
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	3	0	3	10
Total Volume	6	1	0	7	4	13	0	17	3	8	0	11	35
% Approach Total	85.7	14.3	0.0		23.5	76.5	0.0		27.3	72.7	0.0		
PHF	0.750	0.250	0.000	0.875	0.500	0.542	0.000	0.708	0.375	0.667	0.000	0.917	0.875
Cars	6	1	0	7	4	13	0	17	2	6	0	8	32
Cars %	100.0	100.0	0.0	100.0	100.0	100.0	0.0	100.0	66.7	75.0	0.0	72.7	91.4
Heavy Vehicles	0	0	0	0	0	0	0	0	1	2	0	3	3
Heavy Vehicles %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.3	25.0	0.0	27.3	8.6
Cars Enter Leg	6	1	0	7	4	13	0	17	2	6	0	8	32
Heavy Enter Leg	0	0	0	0	0	0	0	0	1	2	0	3	3
Total Entering Leg	6	1	0	7	4	13	0	17	3	8	0	11	35
Cars Exiting Leg				10				3				19	32
Heavy Exiting Leg				2				1				0	3
Total Exiting Leg				12				4				19	35

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Cars

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn		Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total			
4:00 PM	2	0	0		2	2	3	0	5	0	1	0	1	8		
4:15 PM	2	0	0		2	1	1	0	2	2	0	0	2	6		
4:30 PM	1	1	0		2	1	3	0	4	0	3	0	3	9		
4:45 PM	1	0	0		1	0	6	0	6	0	2	0	2	9		
Total	6	1	0		7	4	13	0	17	2	6	0	8	32		
5:00 PM	1	0	0		1	0	4	0	4	1	0	0	1	6		
5:15 PM	0	0	0		0	0	2	0	2	1	1	0	2	4		
5:30 PM	1	0	0		1	1	3	0	4	1	3	1	5	10		
5:45 PM	3	0	0		3	0	0	0	0	0	1	1	2	5		
Total	5	0	0		5	1	9	0	10	3	5	2	10	25		
Grand Total	11	1	0		12	5	22	0	27	5	11	2	18	57		
Approach %	91.7	8.3	0.0			18.5	81.5	0.0		27.8	61.1	11.1				
Total %	19.3	1.8	0.0		21.1	8.8	38.6	0.0	47.4	8.8	19.3	3.5	31.6			
Exiting Leg Total	16					6					35					57

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	2	0	0	2	2	3	0	5	0	1	0	1	8
4:15 PM	2	0	0	2	1	1	0	2	2	0	0	2	6
4:30 PM	1	1	0	2	1	3	0	4	0	3	0	3	9
4:45 PM	1	0	0	1	0	6	0	6	0	2	0	2	9
Total Volume	6	1	0	7	4	13	0	17	2	6	0	8	32
% Approach Total	85.7	14.3	0.0		23.5	76.5	0.0		25.0	75.0	0.0		
PHF	0.750	0.250	0.000	0.875	0.500	0.542	0.000	0.708	0.250	0.500	0.000	0.667	0.889
Entering Leg	6	1	0	7	4	13	0	17	2	6	0	8	32
Exiting Leg	10				3				19				32
Total	17				20				27				64

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**



Class: **Heavy Vehicles-Combined (Buses, Single-Unit Trucks, Articulated Trucks)**

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	2	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	2	2	0	4	4
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		50.0	50.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.0	50.0	0.0	100.0	
Exiting Leg Total	2				2				0				4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0
Single-Unit Trucks	0	0	0	0	0	0	0	0	2	2	0	4	4
% Single-Unit	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Exiting Leg Total	2				2				0				4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.750
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	2	0	3	3
Single-Unit %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	100.0	0.0	100.0	100.0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0
Single-Unit Trucks	0	0	0	0	0	0	0	0	1	2	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Entering Leg	0	0	0	0	0	0	0	0	1	2	0	3	3
Buses				0				0				0	0
Single-Unit Trucks				2				1				0	3
Articulated Trucks				0				0				0	0
Total Exiting Leg				2				1				0	3

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Buses

	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Exiting Leg Total	0				0				0				0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	0

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Single-Unit Trucks

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4
Approach %	0.0	0.0	0.0			0.0	0.0	0.0			50.0	50.0	0.0			
Total %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		50.0	50.0	0.0	100.0		
Exiting Leg Total	2					2					0					4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	1	2	0	3	3
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		33.3	66.7	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.750	0.750
Entering Leg	0	0	0	0	0	0	0	0	1	2	0	3	3
Exiting Leg				2				1				0	3
Total				2				1				3	

PDI File #: **207450 HH**
 Location: **N: Ryder Street S: Ryder Street**
 Location: **E: Mirak Mill Park South Driveway**
 City, State: **Arlington, MA**
 Client: **Nitsch Eng/B.Zimolka**
 Site Code: **TBD**
 Count Date: **Tuesday, February 4, 2020**
 Start Time: **4:00 PM**
 End Time: **6:00 PM**
 Class:



Articulated Trucks

	Ryder Street					Mirak Mill Park South Driveway					Ryder Street					Total
	from North					from East					from South					
	Thru	Left	U-Turn	Total		Right	Left	U-Turn	Total		Right	Thru	U-Turn	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.0	0.0	0.0			0.0	0.0	0.0			0.0	0.0	0.0			
Total %	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Exiting Leg Total	0					0					0					0

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street				Mirak Mill Park South Driveway				Ryder Street				Total
	from North				from East				from South				
	Thru	Left	U-Turn	Total	Right	Left	U-Turn	Total	Right	Thru	U-Turn	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% Approach Total	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Entering Leg	0	0	0	0	0	0	0	0	0	0	0	0	0
Exiting Leg				0				0				0	0
Total				0				0				0	

PDI File #: 207450 HH
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD



Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM

Class: Bicycles (on Roadway and Crosswalks)

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total
	from North						from East						from South						
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
Total	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	1
Grand Total	1	0	0	0	0	1	1	0	0	0	0	1	0	2	0	0	0	0	2
Approach %	100.0	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0	0.0		
Total %	25.0	0.0	0.0	0.0	0.0	25.0	25.0	0.0	0.0	0.0	0.0	25.0	0.0	50.0	0.0	0.0	0.0	50.0	
Exiting Leg Total	3						0						1						4

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

5:00 PM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total		
	from North						from East						from South								
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total			
5:00 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total Volume	1	0	0	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	1	3
% Approach Total	100.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	100.0	0.0	0.0	0.0	0.0		
PHF	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.250		0.375
Entering Leg	1	0	0	0	0	1	1	0	0	0	0	1	0	1	0	0	0	0	1	3	
Exiting Leg						2						0							1	3	
Total						3						1							2	6	

PDI File #: 207450 HH
 Location: N: Ryder Street S: Ryder Street
 Location: E: Mirak Mill Park South Driveway
 City, State: Arlington, MA
 Client: Nitsch Eng/B.Zimolka
 Site Code: TBD
 Count Date: Tuesday, February 4, 2020
 Start Time: 4:00 PM
 End Time: 6:00 PM
 Class:



Pedestrians

	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	0	0	4	3	7	0	0	0	0	1	1	8
Approach %	0	0	0	0	0	0	0	0	0	0	57.143	42.857		0	0	0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	50	37.5	87.5	0	0	0	0	12.5	12.5	
Exiting Leg Total	0						7						1						8	

Peak Hour Analysis from 04:00 PM to 06:00 PM begins at:

4:00 PM	Ryder Street						Mirak Mill Park South Driveway						Ryder Street						Total	
	from North						from East						from South							
	Thru	Left	U-Turn	CW-EB	CW-WB	Total	Right	Left	U-Turn	CW-SB	CW-NB	Total	Right	Thru	U-Turn	CW-WB	CW-EB	Total		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	1	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
% Approach Total	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	60.0	40.0		0.0	0.0	0.0	0.0	100.0		
PHF	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.625	0.000	0.000	0.000	0.000	0.250	0.250	0.750
Entering Leg	0	0	0	0	0	0	0	0	0	0	3	2	5	0	0	0	0	1	1	6
Exiting Leg	0						5						1						6	
Total	0						10						2						12	



Appendix B: MassDOT's 2019 Weekday Seasonal Adjustment Factors

Massachusetts Highway Department
Statewide Traffic Data Collection
2019 Weekday Seasonal Factors

Factor Group	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	Axle Factor
R1	1.22	1.14	1.12	1.06	1.00	0.96	0.87	0.85	0.96	0.99	1.04	1.12	0.85
R2	0.95	0.96	0.98	0.97	0.97	0.93	0.97	0.94	0.96	0.90	0.92	0.93	0.96
R3	1.15	1.06	1.07	1.00	0.89	0.88	0.89	0.89	0.95	0.92	1.02	1.01	0.97
R4-R7	1.09	1.09	1.11	1.02	0.96	0.92	0.89	0.89	0.99	0.98	1.09	1.13	0.98
U1-Boston	1.03	1.01	0.98	0.94	0.94	0.92	0.95	0.93	0.94	0.94	0.97	1.04	0.96
U1-Essex	1.09	1.06	1.03	0.99	0.94	0.90	0.88	0.86	0.93	0.94	0.99	1.06	0.93
U1-Southeast	1.06	1.05	1.01	0.97	0.95	0.93	0.93	0.90	0.94	0.94	0.98	1.04	0.98
U1-West	1.19	1.14	1.09	0.95	0.92	0.89	0.89	0.86	0.91	0.95	0.97	1.07	0.84
U1-Worcester	1.02	1.04	0.97	0.94	0.93	0.91	0.95	0.91	0.93	0.92	0.95	1.10	0.88
U2	1.01	1.00	0.94	0.93	0.91	0.89	0.93	0.90	0.90	0.91	0.94	1.02	0.99
U3	1.06	1.03	0.98	0.94	0.93	0.91	0.95	0.91	0.92	0.93	0.97	1.00	0.98
U4-U7	1.01	1.00	0.95	0.92	0.88	0.86	0.92	0.91	0.92	0.94	0.99	1.04	0.99
Rec - East	1.04	1.16	1.12	0.98	0.92	0.88	0.77	0.81	0.94	1.02	1.08	1.12	0.99
Rec - West	1.30	1.23	1.32	1.18	0.95	0.82	0.70	0.69	0.97	0.96	1.16	1.15	0.98

Round off:

0-999 = 10

>1000 = 100

U = Urban

R = Rural

1 - Interstate

2 - Freeway and Expressway

3 - Other Principal Arterial

4 - Minor Arterial

5 - Major Collector

6 - Minor Collector

7 - Local Road and Street

Recreational - East Group - Cape Cod (all towns) including the town of Plymouth south of Route 3A (stations 7014,7079,7080,7090,7091,7092,7093,7094,7095,7096,7097,7108 and 7178), Martha's Vineyard and Nantucket.

Recreational - West Group - Continuous Stations 2 and 189 including stations 1066,1067,1083,1084,1085,1086,1087,1088,1089,1090,1091,1092,1093,1094,1095,1096,1097,1098,1099,1100,1101,1102,1103,1104,1105,1106,1107,1108,1113,1114,1116,2196,2197 and 2198.



Appendix C: Crash Rate Worksheets

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

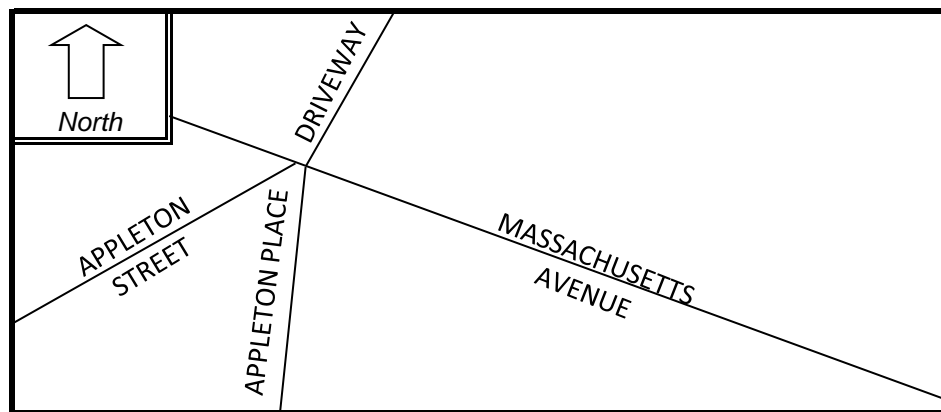
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Appleton Street, Appleton Place, Commercial Driveway

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	NEB	SB	
PEAK HOURLY VOLUMES (AM/PM) :	376	625	64	159	0	1,224

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

15,300

TOTAL # OF CRASHES :

10

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

3.33

CRASH RATE CALCULATION :

0.60

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : AM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

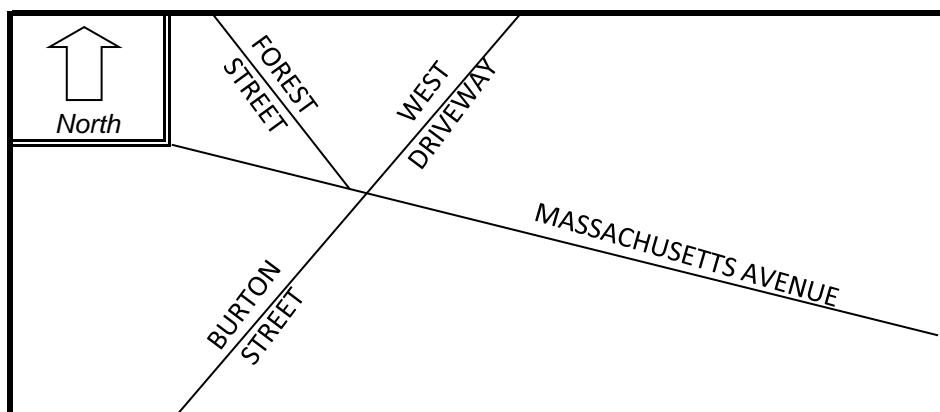
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Forest Street, Burton Street, and Mirak Mill West Driveway

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SEB	SB	
PEAK HOURLY VOLUMES (AM/PM) :	492	541	28	281	2	1,344

" K " FACTOR : INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

TOTAL # OF CRASHES : # OF YEARS : AVERAGE # OF CRASHES PER YEAR (A) :

CRASH RATE CALCULATION :

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : AM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

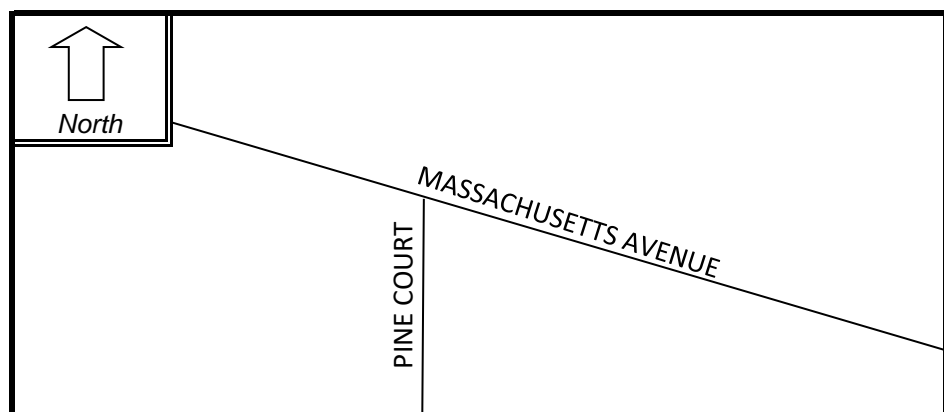
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Pine Court

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	591	445	2			1,038

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

12,975

TOTAL # OF CRASHES :

2

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

0.67

CRASH RATE CALCULATION :

0.14

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : PM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

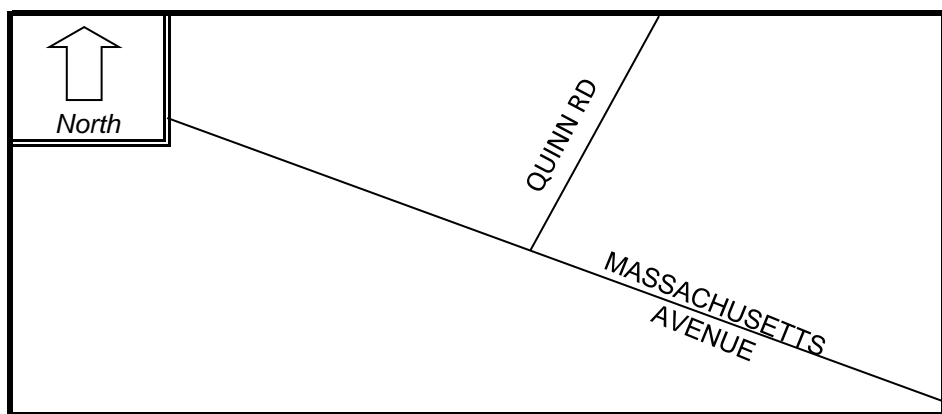
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Massachusetts Avenue

MINOR STREET(S) : Quinn Road

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	587	431		32		1,050

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY
APPROACH VOLUME :

13,125

TOTAL # OF CRASHES :

0

OF
YEARS :

3

AVERAGE # OF
CRASHES PER YEAR
(A) :

0.00

CRASH RATE CALCULATION :

0.00

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : PM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

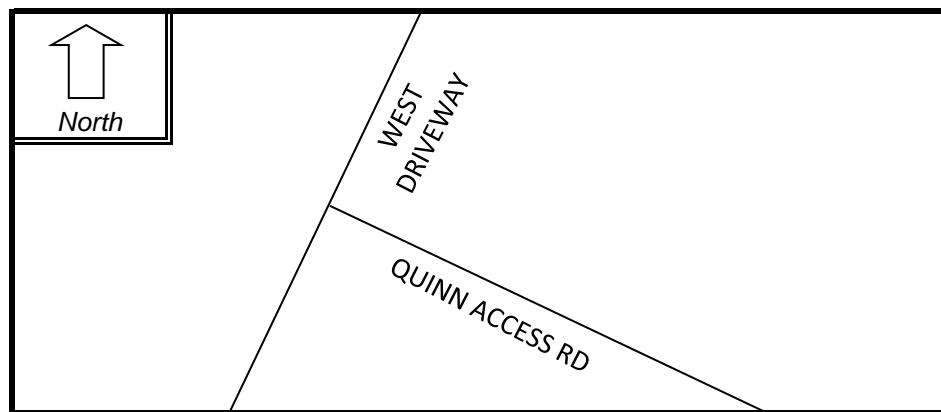
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Mirak Mill Innovation Park West Driveway

MINOR STREET(S) : Quinn Access Road

**INTERSECTION
DIAGRAM**



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :		WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		11	8	20		39

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

488

TOTAL # OF CRASHES :

0

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

0.00

CRASH RATE CALCULATION :

0.00

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : PM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

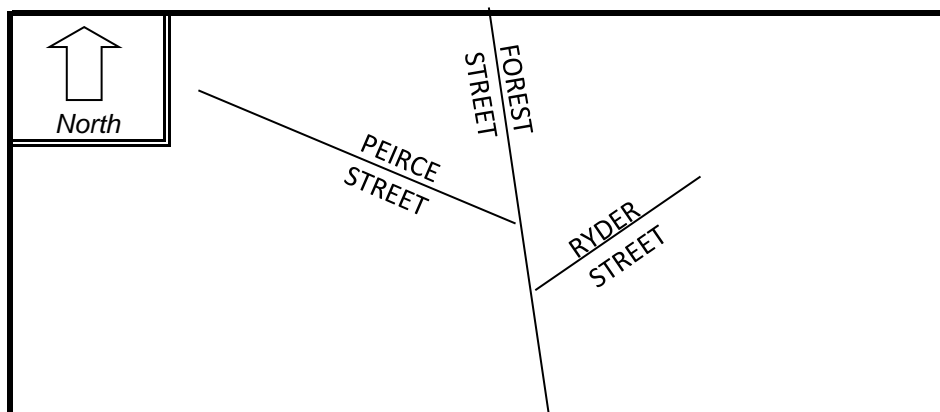
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Forest Street

MINOR STREET(S) : Ryder Street and Peirce Street

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :	12	18	173	349		552

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

6,900

TOTAL # OF CRASHES :

12

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

4.00

CRASH RATE CALCULATION :

1.59

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : AM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020

INTERSECTION CRASH RATE WORKSHEET

CITY/TOWN : Arlington COUNT DATE : 2/4/2020

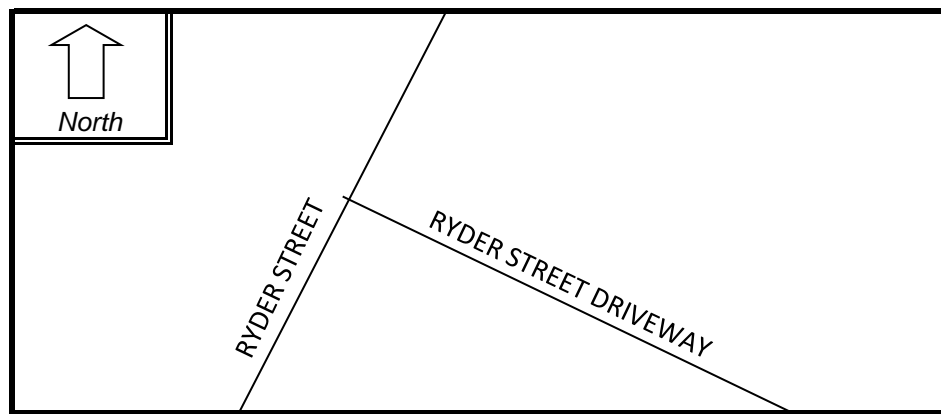
DISTRICT : 4 UNSIGNALIZED : ☒ SIGNALIZED : ☐

~ INTERSECTION DATA ~

MAJOR STREET : Ryder Street

MINOR STREET(S) : Ryder Street Driveway

INTERSECTION
DIAGRAM



PEAK HOUR VOLUMES

APPROACH :	1	2	3	4	5	Total Peak Hourly Approach Volume
DIRECTION :	EB	WB	NB	SB		
PEAK HOURLY VOLUMES (AM/PM) :		9	17	14		40

" K " FACTOR :

0.08

INTERSECTION ADT (V) = TOTAL DAILY APPROACH VOLUME :

500

TOTAL # OF CRASHES :

0

OF YEARS :

3

AVERAGE # OF CRASHES PER YEAR (A) :

0.00

CRASH RATE CALCULATION :

0.00

RATE =

$$\frac{(A * 1,000,000)}{(V * 365)}$$

Comments : AM Peak used

Project Title & Date: 1167 Massachusetts Ave, June 2020



Appendix D: Traffic Signal Warrant Analyses

MUTCD Traffic Signal Warrant Summary Worksheet

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Massachusetts Avenue and Forest Street/Burton Street
City: Arlington

100%
Volume Level

Major Street: Massachusetts Avenue
Critical Approach Speed: 30 mph
Lanes: 1 lane

Minor Street: Forest St/ Burton St
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 0%
From South (NB) 0%
From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
Manually set volume level? No

Analysis based on **EXISTING** volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2/5/2020	Wednesday	6:00	AM / PM	10:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	Yes
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	Yes
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	Yes
Warrant 3: Peak Hour Volume	Yes
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name:

Date:

Nitsch Engineering

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Condition A :		
Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	2	4

Satisfied? No

Condition B:		
Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	11	12

Satisfied? Yes

Condition C:		
Combination of A & B at 80%		

Satisfied? No

Warrant Satisfied? Yes

Manually Set To:

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	457	100	557
2	7:00	8:00	941	281	1222
3	8:00	9:00	981	230	1211
4	9:00	10:00	867	90	957
5	10:00	11:00	765	73	838
6	11:00	12:00	826	94	920
7	12:00	13:00	956	108	1064
8	13:00	14:00	881	80	961
9	14:00	15:00	927	104	1031
10	15:00	16:00	1021	100	1121
11	16:00	17:00	992	115	1107
12	17:00	18:00	1075	139	1214
13	18:00	19:00	919	125	1044
14	19:00	20:00	619	54	673
15	20:00	21:00	540	49	589
16	21:00	22:00	303	27	330

Warrant 2: Four-Hour Volume

100%

Four hours with highest total volume meeting warrant criteria:

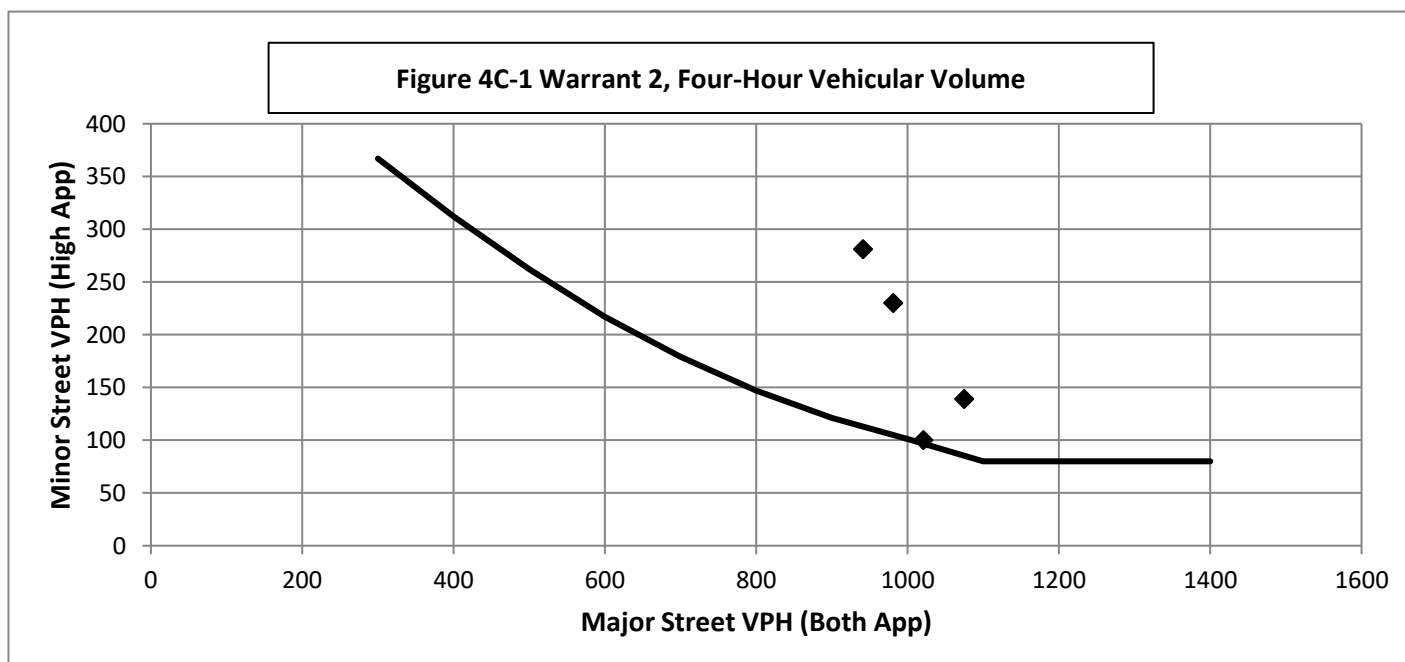
Hour Start	7:00	17:00	8:00	15:00
Major Road Vol.	941	1075	981	1021
Minor Road Vol.	281	139	230	100

Warrant Evaluated? Yes

Number of Hours 6

Warrant Satisfied? Yes

Manually Set To:



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? Yes

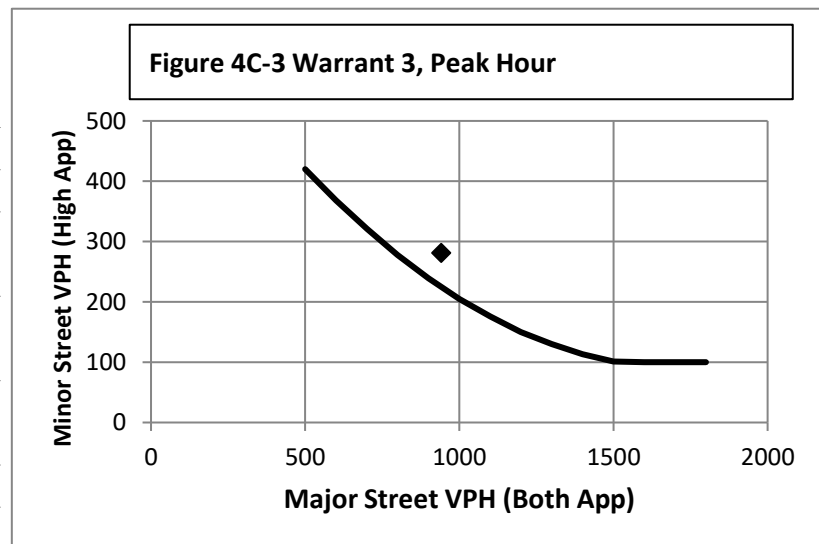
Manually Set To:

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	Yes
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
7:00	941	281



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

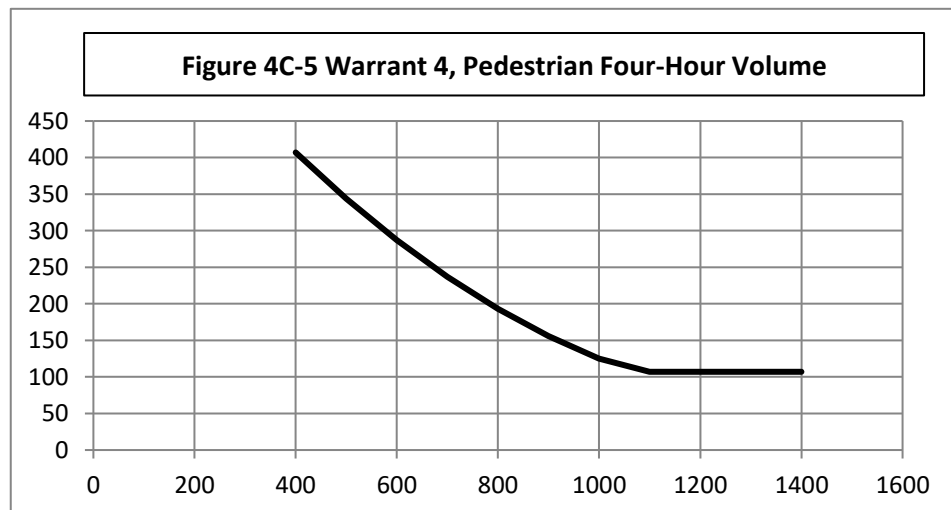
Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?
15th % walk speed < 3.5 ft/s?

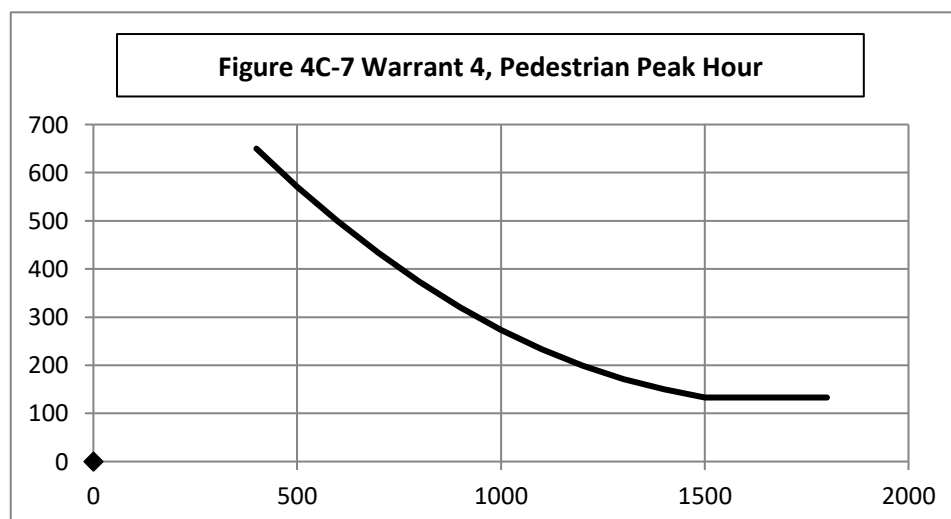
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?



MUTCD Traffic Signal Warrant Summary Worksheet

The Worksheet(s) attached are provided as an attachment to the Engineering Investigation Study for:

Intersection: Massachusetts Avenue and Forest Street/Burton Street
City: Arlington

100%
Volume Level

Major Street: Massachusetts Avenue
Critical Approach Speed: 30 mph
Lanes: 1 lane

Minor Street: Quinn Street
Critical Approach Speed: 25 mph
Lanes: 1 lane

% Right Turns Included
From North (SB) 0%
From East (WB) 0%
From South (NB) 0%
From West (EB) 0%

In built-up area of isolated community of < 10,000 population? No
Total number of approaches at intersection? 4 or more
Manually set volume level? No

Analysis based on **EXISTING** volume data.

Date	Day of the Week	Time (HH:MM)			
		From	AM / PM	To	AM / PM
2/5/2020	Wednesday	6:00	AM / PM	10:00	PM

Warrant Evaluation Summary	Warrant Met:
Warrant 1: Eight - Hour Vehicular Volume	No
Condition A: Minimum Vehicular Volume	No
Condition B: Interruption of Continuous Traffic	No
Condition C: Combination: 80% of A and B	No
Warrant 2: Four-Hour Volume	No
Warrant 3: Peak Hour Volume	No
Warrant 4: Pedestrian Volume	N/A
Criterion A: Four-Hour	
Criterion B: Peak-Hour	
Warrant 5: School Crossing	N/A
Warrant 6: Coordinated Signal System	N/A
Warrant 7: Crash Experience	N/A
Warrant 8: Roadway Network	N/A
Warrant 9: Intersection Near a Grade Crossing	N/A

Warrant Analysis Conducted By:

Name: Ashrafur Rahman

Date: 2/21/2020

Nitsch Engineering

Warrant 1: Eight - Hour Vehicular Volume

100%

Warrant Evaluated? Yes

Condition A : Min. Veh. Volume		
Volume Level	100%	80%
Major Rd. Req	500	400
Minor Rd. Req	150	120
Number of Hours	0	0

Satisfied? No

Condition B: Interruption of Continuous Traffic		
Volume Level	100%	80%
Major Rd. Req	750	600
Minor Rd. Req	75	60
Number of Hours	0	0

Satisfied? No

Condition C: Combination of A & B at 80%		
---	--	--

Satisfied? No

Warrant Satisfied? No

Manually Set To:

6:00 AM		Enter Start Time (Military Time) (HH:MM)			Total
Time Period	From	To	Major Road: Both App. (VPH)	Minor Road: High App. (VPH)	
1	6:00	7:00	370	25	395
2	7:00	8:00	932	21	953
3	8:00	9:00	998	36	1034
4	9:00	10:00	828	35	863
5	10:00	11:00	742	13	755
6	11:00	12:00	804	29	833
7	12:00	13:00	900	28	928
8	13:00	14:00	489	28	517
9	14:00	15:00	669	24	693
10	15:00	16:00	979	20	999
11	16:00	17:00	910	25	935
12	17:00	18:00	934	31	965
13	18:00	19:00	810	12	822
14	19:00	20:00	632	6	638
15	20:00	21:00	531	8	539
16	21:00	22:00	348	2	350

Warrant 2: Four-Hour Volume

100%

Four hours with highest total volume meeting warrant criteria:

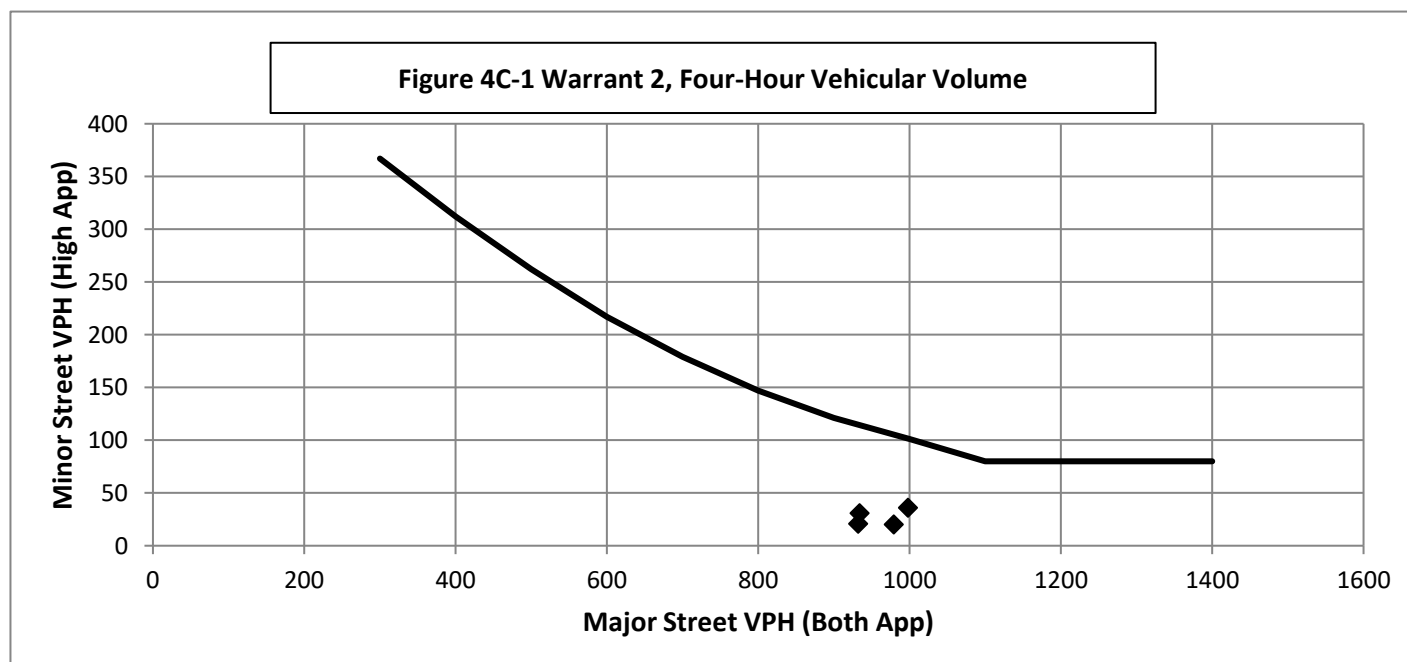
Hour Start	8:00	17:00	15:00	7:00
Major Road Vol.	998	934	979	932
Minor Road Vol.	36	31	20	21

Warrant Evaluated? Yes

Number of Hours 0

Warrant Satisfied? No

Manually Set To:



Warrant 3: Peak Hour Volume

100%

Warrant Evaluated? Yes

Warrant Satisfied? No

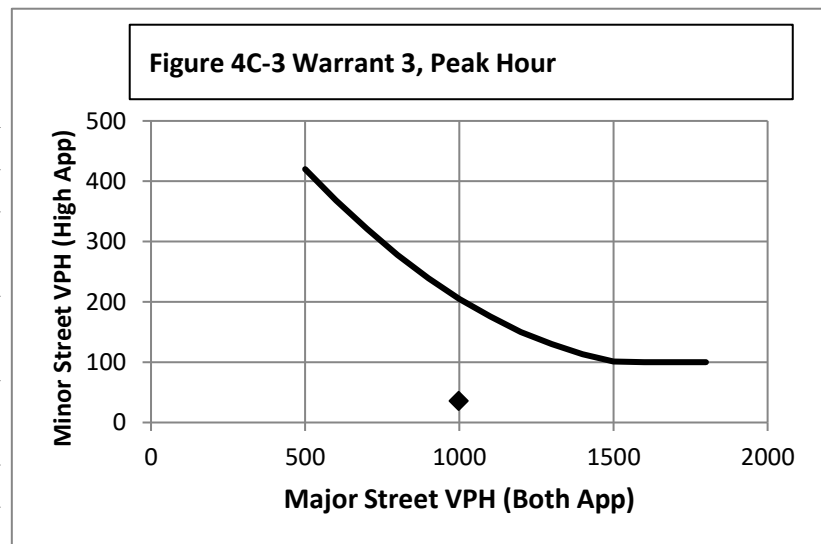
Manually Set To:

Condition justifying use of warrant:

Criteria		Met?
Delay on Minor Approach	4	No
Volume on Minor Approach	100	
Total Entering Volume (veh/h)	800	

Manually Set Peak Hour?

Peak Hour	Major Road Vol. (Both App.)	Minor Road Vol. (High App.)
8:00	998	36



Warrant 4: Pedestrian Volume

100%

Warrant Evaluated? No

Warrant Satisfied? N/A

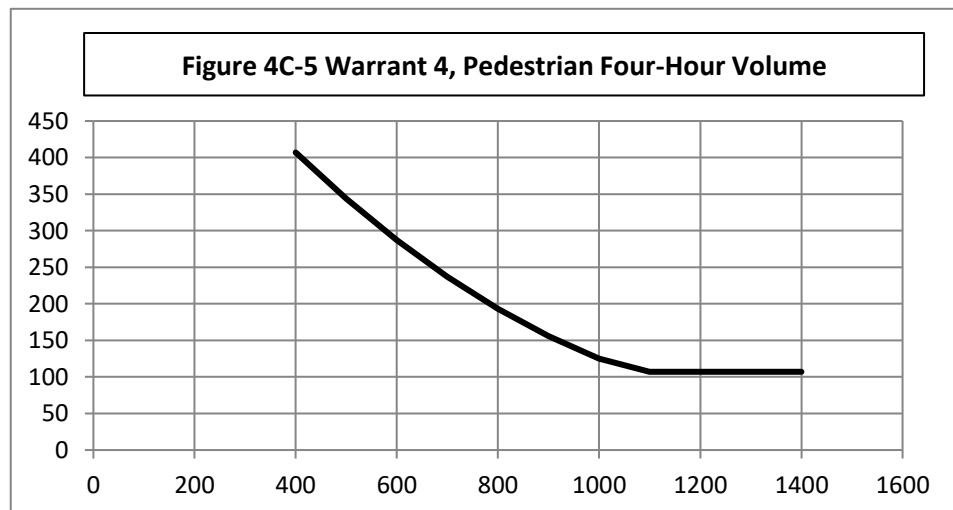
Manually Set To:

Criterion A: Four Hour

Hour (Start)	Pedestrian Volume	Major Road Vol.
		0
		0
		0
		0

Manually Set Major Rd Vol?
15th % walk speed < 3.5 ft/s?

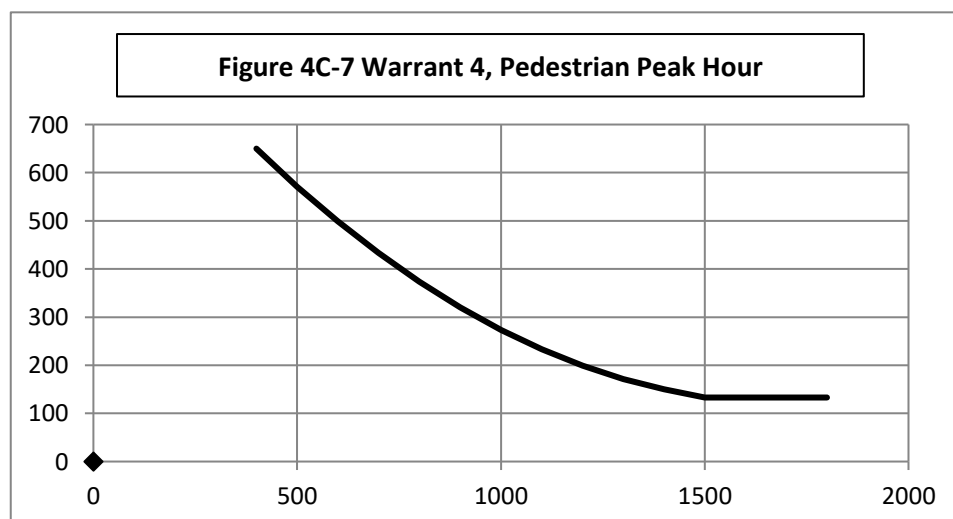
Criterion A Satisfied?



Criterion B: Peak Hour

Peak Hour	Pedestrian Vol.	Major Road Vol.
0:00	0	0

Criterion B Satisfied?





















Appendix E: Capacity Analysis

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2020 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	341	46	284	359	0	17	0	163	1	0	0
Future Volume (vph)	0	341	46	284	359	0	17	0	163	1	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995			0.950	
Satd. Flow (prot)	0	1580	0	0	1648	0	0	1678	0	0	1770	0
Flt Permitted					0.978			0.995			0.950	
Satd. Flow (perm)	0	1580	0	0	1648	0	0	1678	0	0	1770	0
Link Speed (mph)		15			15			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		15.0			16.2			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	455	61	338	427	0	20	0	192	1	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	516	0	0	765	0	0	212	0	0	1	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 81.9%	ICU Level of Service D											
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	341	46	284	359	0	17	0	163	1	0	0
Future Volume (Veh/h)	0	341	46	284	359	0	17	0	163	1	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Hourly flow rate (vph)	0	455	61	338	427	0	20	0	192	1	0	0
Pedestrians		109			215			118			215	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		12			24			11			20	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	642			634			1816	1922	818	2210	1952	751
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	642			634			1816	1922	818	2210	1952	751
tC, single (s)	4.1			4.1			*4.0	6.5	*3.0	*3.0	*3.0	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	4.0	*3.0	3.5	4.0	3.3
p0 queue free %	100			60			85	100	66	99	100	100
cM capacity (veh/h)	757			842			131	29	565	86	183	287
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	516	765	212	1								
Volume Left	0	338	20	1								
Volume Right	61	0	192	0								
cSH	757	842	430	86								
Volume to Capacity	0.00	0.40	0.49	0.01								
Queue Length 95th (ft)	0	49	66	1								
Control Delay (s)	0.0	9.0	21.2	47.5								
Lane LOS		A	C	E								
Approach Delay (s)	0.0	9.0	21.2	47.5								
Approach LOS			C	E								
Intersection Summary												
Average Delay			7.6									
Intersection Capacity Utilization			81.9%	ICU Level of Service						D		
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl










2020 Existing AM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	35	29	26	304	151	8
Future Volume (vph)	35	29	26	304	151	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.994	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1640	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1640	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	92	76	31	362	178	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	168	0	393	0	187	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	58.1%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















2: Appleton St & Appleton Pl

2020 Existing AM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	35	29	26	304	151	8
Future Volume (Veh/h)	35	29	26	304	151	8
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	92	76	31	362	178	9
Pedestrians	109		91		109	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	10		9		10	
Right turn flare (veh)						
Median type			None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	642	200	109		565	461
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	642	200	109		565	461
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	82	91	98		52	99
cM capacity (veh/h)	503	816	1352		370	604
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	168	393	187			
Volume Left	0	31	178			
Volume Right	76	362	0			
cSH	609	1352	377			
Volume to Capacity	0.28	0.02	0.50			
Queue Length 95th (ft)	28	2	66			
Control Delay (s)	13.2	0.8	23.6			
Lane LOS	B	A	C			
Approach Delay (s)	13.2	0.8	23.6			
Approach LOS	B		C			
Intersection Summary						
Average Delay			9.3			
Intersection Capacity Utilization			58.1%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						

















Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2020 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	415	1	10	445	98	0	9	19	65	22	194
Future Volume (vph)	91	415	1	10	445	98	0	9	19	65	22	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.976			0.908			0.907	
Flt Protected		0.991			0.999						0.989	
Satd. Flow (prot)	0	1675	0	0	1764	0	0	1553	0	0	1670	0
Flt Permitted		0.991			0.999						0.989	
Satd. Flow (perm)	0	1675	0	0	1764	0	0	1553	0	0	1670	0
Link Speed (mph)		15			25			25			15	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		16.2			2.4			7.7			15.3	
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	105	477	1	11	511	113	0	20	43	73	25	218
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	583	0	0	635	0	0	63	0	0	316	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 93.4%	ICU Level of Service F											
Analysis Period (min) 15												










HCM Unsignalized Intersection Capacity Analysis 3: Burton St/Forest St & Massachusetts Ave

2020 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	415	1	10	445	98	0	9	19	65	22	194
Future Volume (Veh/h)	91	415	1	10	445	98	0	9	19	65	22	194
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89
Hourly flow rate (vph)	105	477	1	11	511	113	0	20	43	73	25	218
Pedestrians		57			9			56			57	
Lane Width (ft)		14.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			1			5			5	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	681			534			1620	1446	542	1396	1390	682
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	681			534			1620	1446	542	1396	1390	682
tC, single (s)	4.1			4.1			7.1	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	88			99			100	91	93	63	89	60
cM capacity (veh/h)	858			988			34	215	659	198	228	541
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	583	635	63	316								
Volume Left	105	11	0	73								
Volume Right	1	113	43	218								
cSH	858	988	398	358								
Volume to Capacity	0.12	0.01	0.16	0.88								
Queue Length 95th (ft)	10	1	14	214								
Control Delay (s)	3.1	0.3	15.7	57.1								
Lane LOS	A	A	C	F								
Approach Delay (s)	3.1	0.3	15.7	57.1								
Approach LOS			C	F								
Intersection Summary												
Average Delay			13.2									
Intersection Capacity Utilization			93.4%		ICU Level of Service				F			
Analysis Period (min)			15									
* User Entered Value												










Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2020 Existing AM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	22	477	552	6	1	1
Future Volume (vph)	22	477	552	6	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1585	1720	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1585	1720	0	1613	0
Link Speed (mph)		25	15		10	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	10.9		11.5	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	25	548	634	7	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	573	641	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.3%			ICU Level of Service B		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 4: Massachusetts Ave & West Dr

2020 Existing AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	22	477	552	6	1	1
Future Volume (Veh/h)	22	477	552	6	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	25	548	634	7	4	4
Pedestrians		8	8		8	
Lane Width (ft)		12.0	14.0		10.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	649				1252	654
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	649				1252	654
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	97				99	99
cM capacity (veh/h)	941				326	619
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	573	641	8			
Volume Left	25	0	4			
Volume Right	0	7	4			
cSH	941	1700	427			
Volume to Capacity	0.03	0.38	0.02			
Queue Length 95th (ft)	2	0	1			
Control Delay (s)	0.7	0.0	13.6			
Lane LOS	A		B			
Approach Delay (s)	0.7	0.0	13.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			55.3%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						










Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2020 Existing AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	484	2	0	553	1	7
Future Volume (vph)	484	2	0	553	1	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.882	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1529	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1529	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	569	2	0	628	2	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	571	0	0	628	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	45.2%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 5: Pine Ct & Massachusetts Ave

2020 Existing AM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	484	2	0	553	1	7
Future Volume (Veh/h)	484	2	0	553	1	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	569	2	0	628	2	14
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			581		1218	590
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			581		1218	590
tC, single (s)			4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		99	98
cM capacity (veh/h)			994		345	656
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	571	628	16			
Volume Left	0	0	2			
Volume Right	2	0	14			
cSH	1700	994	589			
Volume to Capacity	0.34	0.00	0.03			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	11.3			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			45.2%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd










2020 Existing AM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	466	547	10	3	7
Future Volume (vph)	28	466	547	10	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.907	
Flt Protected		0.997			0.985	
Satd. Flow (prot)	0	1758	1677	0	1652	0
Flt Permitted		0.997			0.985	
Satd. Flow (perm)	0	1758	1677	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	548	622	11	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	581	633	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.3%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










6: Massachusetts Ave & Quinn Rd

2020 Existing AM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	28	466	547	10	3	7
Future Volume (Veh/h)	28	466	547	10	3	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	548	622	11	5	11
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	643				1262	648
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	643				1262	648
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				98	98
cM capacity (veh/h)	922				317	619
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	581	633	16			
Volume Left	33	0	5			
Volume Right	0	11	11			
cSH	922	1700	477			
Volume to Capacity	0.04	0.37	0.03			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	1.0	0.0	12.8			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	12.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization		60.3%		ICU Level of Service		B
Analysis Period (min)		15				
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd










2020 Existing AM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	18	8	5	2
Future Volume (vph)	2	1	18	8	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.959			
Flt Protected	0.964					0.966
Satd. Flow (prot)	1592	0	1822	0	0	1449
Flt Permitted	0.964					0.966
Satd. Flow (perm)	1592	0	1822	0	0	1449
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	30	13	14	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	43	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing AM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	18	8	5	2
Future Volume (Veh/h)	2	1	18	8	5	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	30	13	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	70	36			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	36			43	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			99	
cM capacity (veh/h)	930	1042			1457	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	43	20			
Volume Left	3	0	14			
Volume Right	1	13	0			
cSH	955	1700	1457			
Volume to Capacity	0.00	0.03	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.8	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			14.5%	ICU Level of Service		A
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2020 Existing AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	0	1	8	0	3	3	171	9	10	269	63
Future Volume (vph)	10	0	1	8	0	3	3	171	9	10	269	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.986			0.966			0.993			0.975	
Flt Protected		0.957			0.964			0.999			0.998	
Satd. Flow (prot)	0	1733	0	0	1440	0	0	1827	0	0	1767	0
Flt Permitted		0.957			0.964			0.999			0.998	
Satd. Flow (perm)	0	1733	0	0	1440	0	0	1827	0	0	1767	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	18	0	2	12	0	4	4	209	11	12	313	73
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	16	0	0	224	0	0	398	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	37.3%											
Analysis Period (min)	15											
	ICU Level of Service A											










HCM Unsignalized Intersection Capacity Analysis 8: Forest St & Peirce St/Ryder St

2020 Existing AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	0	1	8	0	3	3	171	9	10	269	63
Future Volume (Veh/h)	10	0	1	8	0	3	3	171	9	10	269	63
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Hourly flow rate (vph)	18	0	2	12	0	4	4	209	11	12	313	73
Pedestrians	13			3			13			10		
Lane Width (ft)	11.0			11.0			12.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	1			0			1			1		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	623	618	376	614	648	228	399				223	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	623	618	376	614	648	228	399				223	
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.2	4.4				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.3	2.5				2.2	
p0 queue free %	95	100	100	97	100	100	100				99	
cM capacity (veh/h)	383	397	659	359	381	808	999				1354	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	20	16	224	398								
Volume Left	18	12	4	12								
Volume Right	2	4	11	73								
cSH	400	417	999	1354								
Volume to Capacity	0.05	0.04	0.00	0.01								
Queue Length 95th (ft)	4	3	0	1								
Control Delay (s)	14.5	14.0	0.2	0.3								
Lane LOS	B	B	A	A								
Approach Delay (s)	14.5	14.0	0.2	0.3								
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.0								
Intersection Capacity Utilization				37.3%	ICU Level of Service				A			
Analysis Period (min)				15								










Lanes, Volumes, Timings
9: Ryder St & South Dr

2020 Existing AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	7	13	4	9
Future Volume (vph)	2	1	7	13	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.949		0.913			
Flt Protected	0.970					0.985
Satd. Flow (prot)	1749	0	1417	0	0	1463
Flt Permitted	0.970					0.985
Satd. Flow (perm)	1749	0	1417	0	0	1463
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	32	32		32	32	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Heavy Vehicles (%)	0%	0%	14%	8%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	5	3	10	18	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	28	0	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.5%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2020 Existing AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	7	13	4	9
Future Volume (Veh/h)	2	1	7	13	4	9
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	5	3	10	18	5	11
Pedestrians	32		32			32
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	104	83			60	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	104	83			60	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	842	923			1509	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	28	16			
Volume Left	5	0	5			
Volume Right	3	18	0			
cSH	871	1700	1509			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	2.3			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	2.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			26.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2020 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	423	18	114	318	2	18	1	331	1	1	3
Future Volume (vph)	3	423	18	114	318	2	18	1	331	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.995			0.999			0.872			0.925	
Flt Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1724	0	0	1699	0	0	1669	0	0	1738	0
Flt Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1724	0	0	1699	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	455	19	130	361	2	20	1	368	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	493	0	0	389	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 80.4%	ICU Level of Service D											
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2020 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	423	18	114	318	2	18	1	331	1	1	3
Future Volume (Veh/h)	3	423	18	114	318	2	18	1	331	1	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Hourly flow rate (vph)	3	455	19	130	361	2	20	1	368	2	2	5
Pedestrians		21			27			7			27	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			1			3	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	390			481			1126	1128	498	1515	1136	410
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	390			481			1126	1128	498	1515	1136	410
tC, single (s)	4.1			4.1			*5.0	*5.0	*5.0	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	*3.0	*3.0	3.5	4.0	3.3
p0 queue free %	100			88			94	100	48	95	99	99
cM capacity (veh/h)	1149			1080			326	328	707	40	173	615
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	477	493	389	9								
Volume Left	3	130	20	2								
Volume Right	19	2	368	5								
cSH	1149	1080	665	128								
Volume to Capacity	0.00	0.12	0.58	0.07								
Queue Length 95th (ft)	0	10	95	6								
Control Delay (s)	0.1	3.3	17.7	35.2								
Lane LOS	A	A	C	E								
Approach Delay (s)	0.1	3.3	17.7	35.2								
Approach LOS			C	E								
Intersection Summary												
Average Delay			6.5									
Intersection Capacity Utilization			80.4%		ICU Level of Service				D			
Analysis Period (min)			15									
* User Entered Value												










Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2020 Existing PM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	23	10	123	327	5
Future Volume (vph)	3	23	10	123	327	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.882		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1642	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1642	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	35	12	146	363	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	158	0	369	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	46.8%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 2: Appleton St & Appleton Pl

2020 Existing PM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	3	23	10	123	327	5
Future Volume (Veh/h)	3	23	10	123	327	5
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	5	35	12	146	363	6
Pedestrians	20		18		20	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	2		2		2	
Right turn flare (veh)						
Median type			None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	210	38	20		172	137
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	210	38	20		172	137
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		60	99
cM capacity (veh/h)	935	1117	1581		912	1004
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	40	158	369			
Volume Left	0	12	363			
Volume Right	35	146	0			
cSH	1090	1581	913			
Volume to Capacity	0.04	0.01	0.40			
Queue Length 95th (ft)	3	1	49			
Control Delay (s)	8.4	0.6	11.6			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	11.6			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.3			
Intersection Capacity Utilization			46.8%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

















2020 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	201	562	2	3	375	92	1	3	8	38	4	65
Future Volume (vph)	201	562	2	3	375	92	1	3	8	38	4	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.973			0.912			0.918	
Flt Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1799	0	0	1552	0	0	1715	0
Flt Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1799	0	0	1552	0	0	1715	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	216	604	2	3	426	105	2	5	13	47	5	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	822	0	0	534	0	0	20	0	0	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	90.6%											
Analysis Period (min)	15											
ICU Level of Service E												

HCM Unsignalized Intersection Capacity Analysis










3: Burton St/Forest St & Massachusetts Ave

2020 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	201	562	2	3	375	92	1	3	8	38	4	65
Future Volume (Veh/h)	201	562	2	3	375	92	1	3	8	38	4	65
Sign Control	Free			Free			Stop			Stop		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Hourly flow rate (vph)	216	604	2	3	426	105	2	5	13	47	5	80
Pedestrians	21			16			21			19		
Lane Width (ft)	14.0			12.0			12.0			12.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	2			2			2			2		
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	550	627			1646			1614	642	1572	1562	518
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	550	627			1646			1614	642	1572	1562	518
tC, single (s)	4.1	4.1			*5.0			*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2	2.2			*3.0			*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	78	100			99			97	98	74	97	88
cM capacity (veh/h)	996	945			150			174	613	182	184	690
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	822	534	20	132								
Volume Left	216	3	2	47								
Volume Right	2	105	13	80								
cSH	996	945	316	328								
Volume to Capacity	0.22	0.00	0.06	0.40								
Queue Length 95th (ft)	21	0	5	47								
Control Delay (s)	4.9	0.1	17.1	23.1								
Lane LOS	A	A	C	C								
Approach Delay (s)	4.9	0.1	17.1	23.1								
Approach LOS				C	C							
Intersection Summary												
Average Delay	5.0											
Intersection Capacity Utilization	90.6%			ICU Level of Service					E			
Analysis Period (min)	15											
* User Entered Value												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr










2020 Existing PM Peak Hour

						
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	6	602	453	2	6	17
Future Volume (vph)	6	602	453	2	6	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1677	1769	0	1575	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1677	1769	0	1575	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	6	647	515	2	9	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	653	517	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.2%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

4: Massachusetts Ave & West Dr

2020 Existing PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	6	602	453	2	6	17
Future Volume (Veh/h)	6	602	453	2	6	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Hourly flow rate (vph)	6	647	515	2	9	27
Pedestrians		19	19			
Lane Width (ft)		12.0	14.0			
Walking Speed (ft/s)		3.5	3.5			
Percent Blockage		2	2			
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	517				1194	535
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	517				1194	535
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	99				97	96
cM capacity (veh/h)	1059				351	695
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	653	517	36			
Volume Left	6	0	9			
Volume Right	0	2	27			
cSH	1059	1700	558			
Volume to Capacity	0.01	0.30	0.06			
Queue Length 95th (ft)	0	0	5			
Control Delay (s)	0.2	0.0	11.9			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			51.2%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						










Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2020 Existing PM Peak Hour

	→	↘	↙	←	↗	↖
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗			↗	↗	
Traffic Volume (vph)	606	3	2	456	1	1
Future Volume (vph)	606	3	2	456	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	659	3	2	507	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	662	0	0	509	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.0%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 5: Pine Ct & Massachusetts Ave

2020 Existing PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	606	3	2	456	1	1
Future Volume (Veh/h)	606	3	2	456	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	659	3	2	507	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			670		1188	676
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			670		1188	676
tC, single (s)			4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		99	100
cM capacity (veh/h)			909		356	603
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	662	509	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	909	448			
Volume to Capacity	0.39	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	13.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		48.0%	ICU Level of Service	A		
Analysis Period (min)		15				
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd










2020 Existing PM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	600	439	5	13	19
Future Volume (vph)	4	600	439	5	13	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.920	
Flt Protected					0.980	
Satd. Flow (prot)	0	1863	1726	0	1775	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1863	1726	0	1775	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	612	488	6	26	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	616	494	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










6: Massachusetts Ave & Quinn Rd

2020 Existing PM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	600	439	5	13	19
Future Volume (Veh/h)	4	600	439	5	13	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	612	488	6	26	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	515				1153	532
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	515				1153	532
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	100				93	94
cM capacity (veh/h)	1036				358	680
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	616	494	64			
Volume Left	4	0	26			
Volume Right	0	6	38			
cSH	1036	1700	498			
Volume to Capacity	0.00	0.29	0.13			
Queue Length 95th (ft)	0	0	11			
Control Delay (s)	0.1	0.0	13.3			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			49.6%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd










2020 Existing PM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	11	0	3	5	0	20
Future Volume (vph)	11	0	3	5	0	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.913			
Flt Protected	0.950					
Satd. Flow (prot)	1624	0	1735	0	0	1693
Flt Permitted	0.950					
Satd. Flow (perm)	1624	0	1735	0	0	1693
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	19	0	5	9	0	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	14	0	0	40
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















7: West Dr/Mill Brook Br & Quinn Access Rd

2020 Existing PM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	11	0	3	5	0	20
Future Volume (Veh/h)	11	0	3	5	0	20
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	19	0	5	9	0	40
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			9.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	54	14			16	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	54	14			16	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	956	1069			1612	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	19	14	40			
Volume Left	19	0	0			
Volume Right	0	9	0			
cSH	956	1700	1612			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2020 Existing PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	1	2	9	1	5	4	273	4	5	90	5
Future Volume (vph)	7	1	2	9	1	5	4	273	4	5	90	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.975			0.961			0.998			0.993	
Flt Protected		0.965			0.974			0.999			0.997	
Satd. Flow (prot)	0	1728	0	0	1719	0	0	1870	0	0	1818	0
Flt Permitted		0.965			0.974			0.999			0.997	
Satd. Flow (perm)	0	1728	0	0	1719	0	0	1870	0	0	1818	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	8	1	2	13	4	7	4	294	4	6	107	6
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	11	0	0	24	0	0	302	0	0	119	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 27.7%	ICU Level of Service A											
Analysis Period (min) 15												










HCM Unsignalized Intersection Capacity Analysis 8: Forest St & Peirce St/Ryder St

2020 Existing PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1	2	9	1	5	4	273	4	5	90	5
Future Volume (Veh/h)	7	1	2	9	1	5	4	273	4	5	90	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	8	1	2	13	4	7	4	294	4	6	107	6
Pedestrians		6			2			6			5	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	446	436	122	436	437	303	119			300		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	446	436	122	436	437	303	119			300		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	98	100	100	98	99	99	100			100		
cM capacity (veh/h)	507	509	924	522	509	737	1331			1270		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	11	24	302	119								
Volume Left	8	13	4	6								
Volume Right	2	7	4	6								
cSH	553	568	1331	1270								
Volume to Capacity	0.02	0.04	0.00	0.00								
Queue Length 95th (ft)	2	3	0	0								
Control Delay (s)	11.6	11.6	0.1	0.4								
Lane LOS	B	B	A	A								
Approach Delay (s)	11.6	11.6	0.1	0.4								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.1									
Intersection Capacity Utilization			27.7%			ICU Level of Service				A		
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2020 Existing PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	1	5	4	0	5
Future Volume (vph)	9	1	5	4	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.984		0.937			
Flt Protected	0.958					
Satd. Flow (prot)	1791	0	1435	0	0	1402
Flt Permitted	0.958					
Satd. Flow (perm)	1791	0	1435	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	15	2	8	7	0	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	15	0	0	12
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2020 Existing PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	9	1	5	4	0	5
Future Volume (Veh/h)	9	1	5	4	0	5
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	15	2	8	7	0	12
Pedestrians	6		6			5
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	1		1			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	36	22			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36	22			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	971	1049			1599	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	17	15	12			
Volume Left	15	0	0			
Volume Right	2	7	0			
cSH	980	1700	1599			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			16.7%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2025 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	376	51	313	396	0	19	0	180	0	0	0
Future Volume (vph)	0	376	51	313	396	0	19	0	180	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995				
Satd. Flow (prot)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Flt Permitted					0.978			0.995				
Satd. Flow (perm)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	501	68	373	471	0	22	0	212	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	569	0	0	844	0	0	234	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	89.3%						ICU Level of Service E					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	376	51	313	396	0	19	0	180	0	0	0
Future Volume (Veh/h)	0	376	51	313	396	0	19	0	180	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Hourly flow rate (vph)	0	501	68	373	471	0	22	0	212	0	0	0
Pedestrians		109			215			118			215	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		12			24			11			20	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	686			687			1979	2085	868	2394	2119	795
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	686			687			1979	2085	868	2394	2119	795
tC, single (s)	4.1			4.1			*4.0	6.5	*3.0	*3.0	*3.0	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	4.0	*3.0	3.5	*3.0	3.3
p0 queue free %	100			54			79	100	62	100	100	100
cM capacity (veh/h)	729			805			107	20	553	68	166	271
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	569	844	234	0								
Volume Left	0	373	22	0								
Volume Right	68	0	212	0								
cSH	729	805	397	1700								
Volume to Capacity	0.00	0.46	0.59	0.01								
Queue Length 95th (ft)	0	62	91	0								
Control Delay (s)	0.0	10.6	26.3	0.0								
Lane LOS		B	D	A								
Approach Delay (s)	0.0	10.6	26.3	0.0								
Approach LOS			D	A								
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization			89.3%	ICU Level of Service					E			
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl










2025 No-Build AM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	39	32	29	335	167	9
Future Volume (vph)	39	32	29	335	167	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.993	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1639	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1639	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	103	84	35	399	196	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	434	0	207	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.2%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















2: Appleton St & Appleton Pl

2025 No-Build AM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	39	32	29	335	167	9
Future Volume (Veh/h)	39	32	29	335	167	9
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	103	84	35	399	196	11
Pedestrians	109		91		109	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	10		9		10	
Right turn flare (veh)						
Median type			None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	687	200	109		605	488
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	687	200	109		605	488
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	79	90	97		43	98
cM capacity (veh/h)	479	816	1352		341	586
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	187	434	207			
Volume Left	0	35	196			
Volume Right	84	399	0			
cSH	588	1352	349			
Volume to Capacity	0.32	0.03	0.59			
Queue Length 95th (ft)	34	2	91			
Control Delay (s)	13.9	0.9	29.3			
Lane LOS	B	A	D			
Approach Delay (s)	13.9	0.9	29.3			
Approach LOS	B		D			
Intersection Summary						
Average Delay		10.9				
Intersection Capacity Utilization		60.2%		ICU Level of Service		B
Analysis Period (min)		15				
* User Entered Value						

Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

















2025 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	456	1	10	491	108	0	10	21	72	24	214
Future Volume (vph)	100	456	1	10	491	108	0	10	21	72	24	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.976			0.909			0.907	
Flt Protected		0.991			0.999						0.988	
Satd. Flow (prot)	0	1675	0	0	1764	0	0	1554	0	0	1668	0
Flt Permitted		0.991			0.999						0.988	
Satd. Flow (perm)	0	1675	0	0	1764	0	0	1554	0	0	1668	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	115	524	1	11	564	124	0	23	48	81	27	240
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	640	0	0	699	0	0	71	0	0	348	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	100.8%											
Analysis Period (min)	15											
	ICU Level of Service G											

HCM Unsignalized Intersection Capacity Analysis

3: Burton St/Forest St & Massachusetts Ave

2025 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	456	1	10	491	108	0	10	21	72	24	214
Future Volume (Veh/h)	100	456	1	10	491	108	0	10	21	72	24	214
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89
Hourly flow rate (vph)	115	524	1	11	564	124	0	23	48	81	27	240
Pedestrians		57			9			56			57	
Lane Width (ft)		14.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		6			1			5			5	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	745			581			1769	1578	590	1528	1516	740
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	745			581			1769	1578	590	1528	1516	740
tC, single (s)	4.1			4.1			7.1	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	86			99			100	87	92	50	86	53
cM capacity (veh/h)	812			950			23	183	629	163	195	510
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	640	699	71	348								
Volume Left	115	11	0	81								
Volume Right	1	124	48	240								
cSH	812	950	352	314								
Volume to Capacity	0.14	0.01	0.20	1.11								
Queue Length 95th (ft)	12	1	19	343								
Control Delay (s)	3.5	0.3	17.8	119.7								
Lane LOS	A	A	C	F								
Approach Delay (s)	3.5	0.3	17.8	119.7								
Approach LOS			C	F								
Intersection Summary												
Average Delay			25.8									
Intersection Capacity Utilization			100.8%	ICU Level of Service				G				
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 No-Build AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	22	527	608	6	1	1
Future Volume (vph)	22	527	608	6	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1585	1720	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1585	1720	0	1613	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	25	606	699	7	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	631	706	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

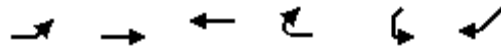
Intersection Capacity Utilization 57.9% ICU Level of Service B




Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Massachusetts Ave & West Dr

2025 No-Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	22	527	608	6	1	1
Future Volume (Veh/h)	22	527	608	6	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	25	606	699	7	4	4
Pedestrians		8	8		8	
Lane Width (ft)		12.0	14.0		10.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	714				1374	718
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	714				1374	718
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*5.0	*5.0
p0 queue free %	97				98	99
cM capacity (veh/h)	890				229	414
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	631	706	8			
Volume Left	25	0	4			
Volume Right	0	7	4			
cSH	890	1700	295			
Volume to Capacity	0.03	0.42	0.03			
Queue Length 95th (ft)	2	0	2			
Control Delay (s)	0.7	0.0	17.6			
Lane LOS	A		C			
Approach Delay (s)	0.7	0.0	17.6			
Approach LOS			C			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		57.9%		ICU Level of Service		B
Analysis Period (min)		15				

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 No-Build AM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↘↙	
Traffic Volume (vph)	534	2	0	610	1	8
Future Volume (vph)	534	2	0	610	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.880	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1526	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1526	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	628	2	0	693	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	0	0	693	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










5: Pine Ct & Massachusetts Ave

2025 No-Build AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↱			↰	↘↙	
Traffic Volume (veh/h)	534	2	0	610	1	8
Future Volume (Veh/h)	534	2	0	610	1	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	628	2	0	693	2	16
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			640		1342	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			640		1342	649
tC, single (s)			4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		99	97
cM capacity (veh/h)			945		303	618
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	630	693	18			
Volume Left	0	0	2			
Volume Right	2	0	16			
cSH	1700	945	554			
Volume to Capacity	0.37	0.00	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	11.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.5%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd










2025 No-Build AM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	513	603	10	3	7
Future Volume (vph)	28	513	603	10	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.907	
Flt Protected		0.997			0.985	
Satd. Flow (prot)	0	1757	1677	0	1652	0
Flt Permitted		0.997			0.985	
Satd. Flow (perm)	0	1757	1677	0	1652	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	604	685	11	5	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	637	696	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.7%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










6: Massachusetts Ave & Quinn Rd

2025 No-Build AM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	28	513	603	10	3	7
Future Volume (Veh/h)	28	513	603	10	3	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	604	685	11	5	11
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	706				1380	710
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	706				1380	710
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				98	98
cM capacity (veh/h)	873				279	581
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	637	696	16			
Volume Left	33	0	5			
Volume Right	0	11	11			
cSH	873	1700	434			
Volume to Capacity	0.04	0.41	0.04			
Queue Length 95th (ft)	3	0	3			
Control Delay (s)	1.0	0.0	13.6			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	13.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			62.7%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd










2025 No-Build AM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	18	8	5	2
Future Volume (vph)	2	1	18	8	5	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.959			
Flt Protected	0.964					0.966
Satd. Flow (prot)	1592	0	1822	0	0	1449
Flt Permitted	0.964					0.966
Satd. Flow (perm)	1592	0	1822	0	0	1449
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	30	13	14	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	43	0	0	20
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.5%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















7: West Dr/Mill Brook Br & Quinn Access Rd

2025 No-Build AM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	18	8	5	2
Future Volume (Veh/h)	2	1	18	8	5	2
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	30	13	14	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	70	36			43	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	70	36			43	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			99	
cM capacity (veh/h)	930	1042			1457	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	43	20			
Volume Left	3	0	14			
Volume Right	1	13	0			
cSH	955	1700	1457			
Volume to Capacity	0.00	0.03	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	8.8	0.0	5.3			
Lane LOS	A		A			
Approach Delay (s)	8.8	0.0	5.3			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			14.5%	ICU Level of Service	A	
Analysis Period (min)			15			

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 No-Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	1	9	0	3	3	189	10	11	297	69
Future Volume (vph)	11	0	1	9	0	3	3	189	10	11	297	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.968			0.993			0.975	
Flt Protected		0.957			0.963			0.999			0.999	
Satd. Flow (prot)	0	1737	0	0	1437	0	0	1828	0	0	1769	0
Flt Permitted		0.957			0.963			0.999			0.999	
Satd. Flow (perm)	0	1737	0	0	1437	0	0	1828	0	0	1769	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	20	0	2	13	0	4	4	230	12	13	345	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	17	0	0	246	0	0	438	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.9%											
Analysis Period (min)	15											
	ICU Level of Service A											










HCM Unsignalized Intersection Capacity Analysis 8: Forest St & Peirce St/Ryder St

2025 No-Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	0	1	9	0	3	3	189	10	11	297	69
Future Volume (Veh/h)	11	0	1	9	0	3	3	189	10	11	297	69
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Hourly flow rate (vph)	20	0	2	13	0	4	4	230	12	13	345	80
Pedestrians	13			3			13			10		
Lane Width (ft)	11.0			11.0			12.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	1			0			1			1		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	682	677	411	673	711	249	438				245	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	682	677	411	673	711	249	438				245	
tC, single (s)	7.1	6.5	6.2	7.3	6.5	6.2	4.4				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.7	4.0	3.3	2.5				2.2	
p0 queue free %	94	100	100	96	100	99	100				99	
cM capacity (veh/h)	350	367	630	326	351	786	964				1329	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	22	17	246	438								
Volume Left	20	13	4	13								
Volume Right	2	4	12	80								
cSH	365	378	964	1329								
Volume to Capacity	0.06	0.04	0.00	0.01								
Queue Length 95th (ft)	5	4	0	1								
Control Delay (s)	15.5	15.0	0.2	0.3								
Lane LOS	C	B	A	A								
Approach Delay (s)	15.5	15.0	0.2	0.3								
Approach LOS	C	B										
Intersection Summary												
Average Delay				1.1								
Intersection Capacity Utilization				39.9%	ICU Level of Service				A			
Analysis Period (min)				15								










Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 No-Build AM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	2	1	8	13	4	10
Future Volume (vph)	2	1	8	13	4	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.949		0.916			
Flt Protected	0.970					0.986
Satd. Flow (prot)	1749	0	1420	0	0	1459
Flt Permitted	0.970					0.986
Satd. Flow (perm)	1749	0	1420	0	0	1459
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	32	32		32	32	
Confl. Bikes (#/hr)				2		
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Heavy Vehicles (%)	0%	0%	14%	8%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	5	3	11	18	5	12
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	29	0	0	17
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	26.5%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2025 No-Build AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	2	1	8	13	4	10
Future Volume (Veh/h)	2	1	8	13	4	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	5	3	11	18	5	12
Pedestrians	32		32			32
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	106	84			61	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	106	84			61	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	840	922			1508	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	29	17			
Volume Left	5	0	5			
Volume Right	3	18	0			
cSH	869	1700	1508			
Volume to Capacity	0.01	0.02	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	9.2	0.0	2.2			
Lane LOS	A		A			
Approach Delay (s)	9.2	0.0	2.2			
Approach LOS	A					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			26.5%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2025 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	467	20	126	351	2	20	1	364	1	1	3
Future Volume (vph)	3	467	20	126	351	2	20	1	364	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.872			0.925	
Flt Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Flt Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	502	22	143	399	2	22	1	404	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	527	0	0	544	0	0	427	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	87.5%						ICU Level of Service E					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	467	20	126	351	2	20	1	364	1	1	3
Future Volume (Veh/h)	3	467	20	126	351	2	20	1	364	1	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Hourly flow rate (vph)	3	502	22	143	399	2	22	1	404	2	2	5
Pedestrians		21			27			7			27	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			1			3	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	428				531				1239	1240	547	1664
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428				531				1239	1240	547	1664
tC, single (s)	4.1				4.1				*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2				2.2				*3.0	*3.0	*3.0	*3.0
p0 queue free %	100				86				92	100	40	97
cM capacity (veh/h)	1113				1035				287	286	673	72
											283	734
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	527	544	427	9								
Volume Left	3	143	22	2								
Volume Right	22	2	404	5								
cSH	1113	1035	628	217								
Volume to Capacity	0.00	0.14	0.68	0.04								
Queue Length 95th (ft)	0	12	132	3								
Control Delay (s)	0.1	3.6	22.0	22.3								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.6	22.0	22.3								
Approach LOS			C	C								
Intersection Summary												
Average Delay				7.7								
Intersection Capacity Utilization				87.5%	ICU Level of Service				E			
Analysis Period (min)				15								
* User Entered Value												










Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 No-Build PM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	25	11	136	360	6
Future Volume (vph)	3	25	11	136	360	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1641	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1641	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	38	13	162	400	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	175	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.3%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 2: Appleton St & Appleton Pl

2025 No-Build PM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	3	25	11	136	360	6
Future Volume (Veh/h)	3	25	11	136	360	6
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	5	38	13	162	400	7
Pedestrians	20		18		20	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	2		2		2	
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	38	20		186	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	38	20		186	147
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		55	99
cM capacity (veh/h)	918	1117	1581		897	994
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	43	175	407			
Volume Left	0	13	400			
Volume Right	38	162	0			
cSH	1089	1581	899			
Volume to Capacity	0.04	0.01	0.45			
Queue Length 95th (ft)	3	1	60			
Control Delay (s)	8.4	0.6	12.3			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	12.3			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.7			
Intersection Capacity Utilization			49.3%	ICU Level of Service	A	
Analysis Period (min)			15			
* User Entered Value						

















Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Future Volume (vph)	221	619	2	3	412	100	1	3	9	42	4	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.974			0.908			0.918	
Flt Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1715	0
Flt Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1800	0	0	1545	0	0	1715	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	238	666	2	3	468	114	2	5	15	52	5	89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	906	0	0	585	0	0	22	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization 97.7%	ICU Level of Service F											
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis 3: Burton St/Forest St & Massachusetts Ave

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	619	2	3	412	100	1	3	9	42	4	72
Future Volume (Veh/h)	221	619	2	3	412	100	1	3	9	42	4	72
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Hourly flow rate (vph)	238	666	2	3	468	114	2	5	15	52	5	89
Pedestrians		21			16			21			19	
Lane Width (ft)		14.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	601			689			1808	1771	704	1726	1715	565
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	601			689			1808	1771	704	1726	1715	565
tC, single (s)	4.1			4.1			*5.0	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	75			100			98	96	97	65	97	86
cM capacity (veh/h)	954			896			119	141	576	148	150	658
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	906	585	22	146								
Volume Left	238	3	2	52								
Volume Right	2	114	15	89								
cSH	954	896	281	281								
Volume to Capacity	0.25	0.00	0.08	0.52								
Queue Length 95th (ft)	25	0	6	70								
Control Delay (s)	5.7	0.1	18.9	30.9								
Lane LOS	A	A	C	D								
Approach Delay (s)	5.7	0.1	18.9	30.9								
Approach LOS			C	D								
Intersection Summary												
Average Delay			6.1									
Intersection Capacity Utilization			97.7%		ICU Level of Service				F			
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 No-Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↰	↱		↰	↱
Traffic Volume (vph)	6	664	498	2	6	17
Future Volume (vph)	6	664	498	2	6	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.899	
Flt Protected					0.988	
Satd. Flow (prot)	0	1677	1771	0	1575	0
Flt Permitted					0.988	
Satd. Flow (perm)	0	1677	1771	0	1575	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	6	714	566	2	9	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	720	568	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

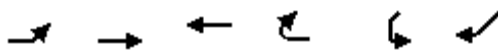
Intersection Capacity Utilization 54.4% ICU Level of Service A

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Massachusetts Ave & West Dr

2025 No-Build PM Peak Hour












Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↰	↰		↰	↰
Traffic Volume (veh/h)	6	664	498	2	6	17
Future Volume (Veh/h)	6	664	498	2	6	17
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Hourly flow rate (vph)	6	714	566	2	9	27
Pedestrians		19	19			
Lane Width (ft)		12.0	14.0			
Walking Speed (ft/s)		3.5	3.5			
Percent Blockage		2	2			
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	568				1312	586
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	568				1312	586
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	99				97	96
cM capacity (veh/h)	1014				310	660
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	720	568	36			
Volume Left	6	0	9			
Volume Right	0	2	27			
cSH	1014	1700	515			
Volume to Capacity	0.01	0.33	0.07			
Queue Length 95th (ft)	0	0	6			
Control Delay (s)	0.2	0.0	12.5			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			54.4%	ICU Level of Service		A
Analysis Period (min)			15			

* User Entered Value










Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 No-Build PM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	668	3	2	503	1	1
Future Volume (vph)	668	3	2	503	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	726	3	2	559	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	729	0	0	561	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.6%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 5: Pine Ct & Massachusetts Ave

2025 No-Build PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	668	3	2	503	1	1
Future Volume (Veh/h)	668	3	2	503	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	726	3	2	559	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			737	1306		744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			737	1306		744
tC, single (s)			4.1	*5.0		*5.0
tC, 2 stage (s)						
tF (s)			2.2	*3.0		*3.0
p0 queue free %			100	99		100
cM capacity (veh/h)			858	315		564
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	729	561	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	858	404			
Volume to Capacity	0.43	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	14.0			
Lane LOS	A		B			
Approach Delay (s)	0.0	0.1	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			51.6%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						










Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd

2025 No-Build PM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	662	484	5	13	19
Future Volume (vph)	4	662	484	5	13	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.999		0.920	
Flt Protected					0.980	
Satd. Flow (prot)	0	1863	1727	0	1775	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1863	1727	0	1775	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	676	538	6	26	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	680	544	0	64	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 6: Massachusetts Ave & Quinn Rd

2025 No-Build PM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	662	484	5	13	19
Future Volume (Veh/h)	4	662	484	5	13	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	676	538	6	26	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	565				1267	582
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	565				1267	582
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	100				92	94
cM capacity (veh/h)	993				318	647
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	680	544	64			
Volume Left	4	0	26			
Volume Right	0	6	38			
cSH	993	1700	455			
Volume to Capacity	0.00	0.32	0.14			
Queue Length 95th (ft)	0	0	12			
Control Delay (s)	0.1	0.0	14.2			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	14.2			
Approach LOS			B			
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			52.9%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd










2025 No-Build PM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	0	2	4	0	14
Future Volume (vph)	7	0	2	4	0	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.905					
Flt Protected	0.950					
Satd. Flow (prot)	1624	0	1720	0	0	1693
Flt Permitted	0.950					
Satd. Flow (perm)	1624	0	1720	0	0	1693
Link Speed (mph)	25	25		25		
Link Distance (ft)	315	169		187		
Travel Time (s)	8.6	4.6		5.1		
Confl. Peds. (#/hr)	2	2	2		2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	12	0	3	7	0	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	10	0	0	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12	0		0		
Link Offset(ft)	0	0		0		
Crosswalk Width(ft)	16	16		16		
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9	9		15	
Sign Control	Stop	Free		Free		
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	14.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















7: West Dr/Mill Brook Br & Quinn Access Rd

2025 No-Build PM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	7	0	2	4	0	14
Future Volume (Veh/h)	7	0	2	4	0	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	12	0	3	7	0	28
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			9.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	38	10			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	38	10			12	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	975	1073			1617	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	12	10	28			
Volume Left	12	0	0			
Volume Right	0	7	0			
cSH	975	1700	1617			
Volume to Capacity	0.01	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.7	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.7	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.1				
Intersection Capacity Utilization		14.6%		ICU Level of Service		A
Analysis Period (min)		15				

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 No-Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	2	10	1	6	4	301	4	6	99	6
Future Volume (vph)	8	1	2	10	1	6	4	301	4	6	99	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.979			0.960			0.998			0.993	
Flt Protected		0.963			0.973			0.999			0.997	
Satd. Flow (prot)	0	1732	0	0	1716	0	0	1870	0	0	1818	0
Flt Permitted		0.963			0.973			0.999			0.997	
Satd. Flow (perm)	0	1732	0	0	1716	0	0	1870	0	0	1818	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	10	1	2	15	4	8	4	324	4	7	118	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	27	0	0	332	0	0	132	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	29.1%											
Analysis Period (min)	15											
ICU Level of Service A												










HCM Unsignalized Intersection Capacity Analysis 8: Forest St & Peirce St/Ryder St

2025 No-Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1	2	10	1	6	4	301	4	6	99	6
Future Volume (Veh/h)	8	1	2	10	1	6	4	301	4	6	99	6
Sign Control	Stop			Stop			Free			Free		
Grade	0%			0%			0%			0%		
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	10	1	2	15	4	8	4	324	4	7	118	7
Pedestrians	6			2			6			5		
Lane Width (ft)	11.0			11.0			12.0			11.0		
Walking Speed (ft/s)	3.5			3.5			3.5			3.5		
Percent Blockage	1			0			1			0		
Right turn flare (veh)												
Median type							None			None		
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	490	480	134	480	481	333	131				330	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	490	480	134	480	481	333	131				330	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4				2.2	
p0 queue free %	98	100	100	97	99	99	100				99	
cM capacity (veh/h)	473	481	911	488	480	709	1317				1239	
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	27	332	132								
Volume Left	10	15	4	7								
Volume Right	2	8	4	7								
cSH	511	536	1317	1239								
Volume to Capacity	0.03	0.05	0.00	0.01								
Queue Length 95th (ft)	2	4	0	0								
Control Delay (s)	12.2	12.1	0.1	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.2	12.1	0.1	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay				1.2								
Intersection Capacity Utilization				29.1%	ICU Level of Service				A			
Analysis Period (min)				15								










Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 No-Build PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	1	6	4	0	10
Future Volume (vph)	10	1	6	4	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.985		0.944			
Flt Protected	0.957					
Satd. Flow (prot)	1791	0	1464	0	0	1402
Flt Permitted	0.957					
Satd. Flow (perm)	1791	0	1464	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	16	2	10	7	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	18	0	17	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2025 No-Build PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	10	1	6	4	0	10
Future Volume (Veh/h)	10	1	6	4	0	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	16	2	10	7	0	24
Pedestrians	6		6			5
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	1		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	50	24			23	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	50	24			23	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	954	1047			1596	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	18	17	24			
Volume Left	16	0	0			
Volume Right	2	7	0			
cSH	963	1700	1596			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	1	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		2.7				
Intersection Capacity Utilization		16.7%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2025 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	372	51	315	397	0	19	0	177	0	0	0
Future Volume (vph)	0	372	51	315	397	0	19	0	177	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.984						0.878				
Flt Protected					0.978			0.995				
Satd. Flow (prot)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Flt Permitted					0.978			0.995				
Satd. Flow (perm)	0	1581	0	0	1648	0	0	1678	0	0	1863	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	109		11	118		215	11		118	215		109
Confl. Bikes (#/hr)			2			1						
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Heavy Vehicles (%)	0%	11%	2%	2%	7%	0%	0%	0%	1%	2%	2%	2%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	0	496	68	375	473	0	22	0	208	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	848	0	0	230	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	89.0%						ICU Level of Service E					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	372	51	315	397	0	19	0	177	0	0	0
Future Volume (Veh/h)	0	372	51	315	397	0	19	0	177	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Hourly flow rate (vph)	0	496	68	375	473	0	22	0	208	0	0	0
Pedestrians		109			215			118			215	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		12			24			11			20	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	688			682			1980	2086	863	2391	2120	797
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	688			682			1980	2086	863	2391	2120	797
tC, single (s)	4.1			4.1			*4.0	6.5	*3.0	*3.0	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	4.0	*3.0	3.5	4.0	3.3
p0 queue free %	100			54			79	100	62	100	100	100
cM capacity (veh/h)	728			808			107	20	554	69	19	270
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	564	848	230	0								
Volume Left	0	375	22	0								
Volume Right	68	0	208	0								
cSH	728	808	395	1700								
Volume to Capacity	0.00	0.46	0.58	0.01								
Queue Length 95th (ft)	0	62	89	0								
Control Delay (s)	0.0	10.6	26.0	0.0								
Lane LOS		B	D	A								
Approach Delay (s)	0.0	10.6	26.0	0.0								
Approach LOS			D	A								
Intersection Summary												
Average Delay			9.1									
Intersection Capacity Utilization			89.0%	ICU Level of Service					E			
Analysis Period (min)			15									
* User Entered Value												










Lanes, Volumes, Timings
2: Appleton St & Appleton Pl

2025 Build AM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	39	32	29	337	164	9
Future Volume (vph)	39	32	29	337	164	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.939		0.876		0.993	
Flt Protected	0.973		0.996		0.955	
Satd. Flow (prot)	1657	0	1628	0	1639	0
Flt Permitted	0.973		0.996		0.955	
Satd. Flow (perm)	1657	0	1628	0	1639	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	109	91	91	18	18	109
Confl. Bikes (#/hr)						4
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Heavy Vehicles (%)	6%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	103	84	35	401	193	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	187	0	436	0	204	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	60.3%			ICU Level of Service B		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 2: Appleton St & Appleton Pl

2025 Build AM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	39	32	29	337	164	9
Future Volume (Veh/h)	39	32	29	337	164	9
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.38	0.38	0.84	0.84	0.85	0.85
Hourly flow rate (vph)	103	84	35	401	193	11
Pedestrians	109		91		109	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	10		9		10	
Right turn flare (veh)						
Median type			None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	689	200	109		606	488
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689	200	109		606	488
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	78	90	97		43	98
cM capacity (veh/h)	479	816	1352		341	585
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	187	436	204			
Volume Left	0	35	193			
Volume Right	84	401	0			
cSH	588	1352	348			
Volume to Capacity	0.32	0.03	0.59			
Queue Length 95th (ft)	34	2	89			
Control Delay (s)	14.0	0.9	28.9			
Lane LOS	B	A	D			
Approach Delay (s)	14.0	0.9	28.9			
Approach LOS	B		D			
Intersection Summary						
Average Delay		10.8				
Intersection Capacity Utilization		60.3%		ICU Level of Service		B
Analysis Period (min)		15				
* User Entered Value						

















Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	454	1	10	491	108	0	10	21	72	24	223
Future Volume (vph)	95	454	1	10	491	108	0	10	21	72	24	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.976			0.909			0.906	
Flt Protected		0.991			0.999						0.989	
Satd. Flow (prot)	0	1674	0	0	1764	0	0	1554	0	0	1668	0
Flt Permitted		0.991			0.999						0.989	
Satd. Flow (perm)	0	1674	0	0	1764	0	0	1554	0	0	1668	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	57		56	8		9	56		8	9		57
Confl. Bikes (#/hr)			4			1						
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89
Heavy Vehicles (%)	3%	9%	0%	0%	6%	1%	0%	0%	0%	3%	0%	2%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	109	522	1	11	564	124	0	23	48	81	27	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	632	0	0	699	0	0	71	0	0	359	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	101.0%						ICU Level of Service G					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis 3: Burton St/Forest St & Massachusetts Ave

2025 Build AM Peak Hour

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	95	454	1	10	491	108	0	10	21	72	24	223		
Future Volume (Veh/h)	95	454	1	10	491	108	0	10	21	72	24	223		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.44	0.44	0.44	0.89	0.89	0.89		
Hourly flow rate (vph)	109	522	1	11	564	124	0	23	48	81	27	251		
Pedestrians		57			9			56			57			
Lane Width (ft)		14.0			12.0			12.0			12.0			
Walking Speed (ft/s)		3.5			3.5			3.5			3.5			
Percent Blockage		6			1			5			5			
Right turn flare (veh)														
Median type	None			None										
Median storage (veh)														
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	745				579				1766	1564	588	1514	1502	740
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	745				579				1766	1564	588	1514	1502	740
tC, single (s)	4.1				4.1				7.1	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	87				99				100	88	92	51	87	51
cM capacity (veh/h)	812				951				22	188	630	167	200	510
Direction, Lane #	EB 1	WB 1	NB 1	SB 1										
Volume Total	632	699	71	359										
Volume Left	109	11	0	81										
Volume Right	1	124	48	251										
cSH	812	951	357	322										
Volume to Capacity	0.13	0.01	0.20	1.11										
Queue Length 95th (ft)	12	1	18	353										
Control Delay (s)	3.4	0.3	17.6	120.8										
Lane LOS	A	A	C	F										
Approach Delay (s)	3.4	0.3	17.6	120.8										
Approach LOS				C	F									
Intersection Summary														
Average Delay			26.7											
Intersection Capacity Utilization			101.0%		ICU Level of Service				G					
Analysis Period (min)			15											
* User Entered Value														

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 Build AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	20	527	608	7	1	1
Future Volume (vph)	20	527	608	7	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.932	
Flt Protected		0.998			0.976	
Satd. Flow (prot)	0	1584	1718	0	1613	0
Flt Permitted		0.998			0.976	
Satd. Flow (perm)	0	1584	1718	0	1613	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)	8			8	8	8
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Heavy Vehicles (%)	0%	8%	6%	1%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	23	606	699	8	4	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	629	707	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

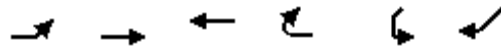
Control Type: Unsignalized




Intersection Capacity Utilization 56.3% ICU Level of Service B

Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis 4: Massachusetts Ave & West Dr

2025 Build AM Peak Hour












Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	20	527	608	7	1	1
Future Volume (Veh/h)	20	527	608	7	1	1
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.25	0.25
Hourly flow rate (vph)	23	606	699	8	4	4
Pedestrians		8	8		8	
Lane Width (ft)		12.0	14.0		10.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	715				1371	719
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	715				1371	719
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*5.0	*5.0
p0 queue free %	97				98	99
cM capacity (veh/h)	889				230	414
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	629	707	8			
Volume Left	23	0	4			
Volume Right	0	8	4			
cSH	889	1700	296			
Volume to Capacity	0.03	0.42	0.03			
Queue Length 95th (ft)	2	0	2			
Control Delay (s)	0.7	0.0	17.5			
Lane LOS	A		C			
Approach Delay (s)	0.7	0.0	17.5			
Approach LOS			C			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		56.3%		ICU Level of Service		B
Analysis Period (min)		15				

* User Entered Value

Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 Build AM Peak Hour

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	534	2	0	611	1	8
Future Volume (vph)	534	2	0	611	1	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt					0.880	
Flt Protected					0.994	
Satd. Flow (prot)	1506	0	0	1563	1526	0
Flt Permitted					0.994	
Satd. Flow (perm)	1506	0	0	1563	1526	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		3				
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Heavy Vehicles (%)	9%	0%	0%	5%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	628	2	0	694	2	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	630	0	0	694	18	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	48.6%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










5: Pine Ct & Massachusetts Ave

2025 Build AM Peak Hour

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	534	2	0	611	1	8
Future Volume (Veh/h)	534	2	0	611	1	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.50	0.50
Hourly flow rate (vph)	628	2	0	694	2	16
Pedestrians	10			10	10	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			640		1343	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			640		1343	649
tC, single (s)			4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		99	97
cM capacity (veh/h)			945		302	618
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	630	694	18			
Volume Left	0	0	2			
Volume Right	2	0	16			
cSH	1700	945	554			
Volume to Capacity	0.37	0.00	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	0.0	0.0	11.7			
Lane LOS			B			
Approach Delay (s)	0.0	0.0	11.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.6%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd










2025 Build AM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	28	513	604	10	7	18
Future Volume (vph)	28	513	604	10	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.902	
Flt Protected		0.997			0.986	
Satd. Flow (prot)	0	1757	1677	0	1636	0
Flt Permitted		0.997			0.986	
Satd. Flow (perm)	0	1757	1677	0	1636	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Heavy Vehicles (%)	4%	8%	5%	0%	0%	14%
Parking (#/hr)			6	0		
Adj. Flow (vph)	33	604	686	11	11	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	637	697	0	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	62.7%			ICU Level of Service B		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










6: Massachusetts Ave & Quinn Rd

2025 Build AM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	28	513	604	10	7	18
Future Volume (Veh/h)	28	513	604	10	7	18
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.85	0.85	0.88	0.88	0.62	0.62
Hourly flow rate (vph)	33	604	686	11	11	29
Pedestrians		10	10		10	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	707				1382	712
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	707				1382	712
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	96				96	95
cM capacity (veh/h)	872				279	580
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	637	697	40			
Volume Left	33	0	11			
Volume Right	0	11	29			
cSH	872	1700	447			
Volume to Capacity	0.04	0.41	0.09			
Queue Length 95th (ft)	3	0	7			
Control Delay (s)	1.0	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	1.0	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			62.7%	ICU Level of Service		B
Analysis Period (min)			15			
* User Entered Value						










Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd

2025 Build AM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	2	1	17	8	18	0
Future Volume (vph)	2	1	17	8	18	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.966		0.957			
Flt Protected	0.964					0.950
Satd. Flow (prot)	1592	0	1818	0	0	1354
Flt Permitted	0.964					0.950
Satd. Flow (perm)	1592	0	1818	0	0	1354
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Heavy Vehicles (%)	0%	0%	0%	0%	20%	0%
Parking (#/hr)	0	0				
Adj. Flow (vph)	3	1	28	13	51	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	4	0	41	0	0	51
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	17.7%			ICU Level of Service A		
Analysis Period (min)	15					

















HCM Unsignalized Intersection Capacity Analysis 7: West Dr/Mill Brook Br & Quinn Access Rd

2025 Build AM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	2	1	17	8	18	0
Future Volume (Veh/h)	2	1	17	8	18	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.75	0.75	0.61	0.61	0.35	0.35
Hourly flow rate (vph)	3	1	28	13	51	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	136	34			41	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	34			41	
tC, single (s)	6.4	6.2			4.3	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.4	
p0 queue free %	100	100			97	
cM capacity (veh/h)	832	1044			1460	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	4	41	51			
Volume Left	3	0	51			
Volume Right	1	13	0			
cSH	876	1700	1460			
Volume to Capacity	0.00	0.02	0.03			
Queue Length 95th (ft)	0	0	3			
Control Delay (s)	9.1	0.0	7.6			
Lane LOS	A		A			
Approach Delay (s)	9.1	0.0	7.6			
Approach LOS	A					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			










Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 Build AM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	0	1	18	0	3	3	189	5	10	297	69
Future Volume (vph)	11	0	1	18	0	3	3	189	5	10	297	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.988			0.982			0.997			0.975	
Flt Protected		0.957			0.958			0.999			0.999	
Satd. Flow (prot)	0	1737	0	0	1420	0	0	1849	0	0	1769	0
Flt Permitted		0.957			0.958			0.999			0.999	
Satd. Flow (perm)	0	1737	0	0	1420	0	0	1849	0	0	1769	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	10		13	3			13		3			10
Peak Hour Factor	0.55	0.55	0.55	0.69	0.69	0.69	0.82	0.82	0.82	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	25%	0%	0%	33%	1%	33%	0%	1%	2%
Adj. Flow (vph)	20	0	2	26	0	4	4	230	6	12	345	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	22	0	0	30	0	0	240	0	0	437	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	39.3%											
Analysis Period (min)	15											
	ICU Level of Service A											

















HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2025 Build AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	0	8	7	3	10
Future Volume (Veh/h)	11	0	8	7	3	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.38	0.38	0.71	0.71	0.81	0.81
Hourly flow rate (vph)	29	0	11	10	4	12
Pedestrians	32		32			32
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	3		3			3
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	80			53	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	80			53	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	847	927			1518	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	21	16			
Volume Left	29	0	4			
Volume Right	0	10	0			
cSH	847	1700	1518			
Volume to Capacity	0.03	0.01	0.00			
Queue Length 95th (ft)	3	0	0			
Control Delay (s)	9.4	0.0	1.9			
Lane LOS	A		A			
Approach Delay (s)	9.4	0.0	1.9			
Approach LOS	A					
Intersection Summary						
Average Delay		4.6				
Intersection Capacity Utilization		26.5%		ICU Level of Service		A
Analysis Period (min)		15				

Lanes, Volumes, Timings
1: Appleton St & Appleton Pl & Massachusetts Ave

















2025 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	474	20	126	351	2	20	1	364	1	1	3
Future Volume (vph)	3	474	20	126	351	2	20	1	364	1	1	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	14	14	12	12	12	12	12	12
Grade (%)		0%			0%			-4%			0%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.994						0.872			0.925	
Flt Protected					0.987			0.997			0.989	
Satd. Flow (prot)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Flt Permitted					0.987			0.997			0.989	
Satd. Flow (perm)	0	1722	0	0	1701	0	0	1669	0	0	1738	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		330			357			73			97	
Travel Time (s)		9.0			9.7			2.0			2.6	
Confl. Peds. (#/hr)	21		1	7		27	1		7	27		21
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Heavy Vehicles (%)	0%	2%	0%	1%	3%	0%	0%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	8	8	8	8	8	8	0	0	0	0	0	0
Parking (#/hr)	0	0	0	0	0	0						
Adj. Flow (vph)	3	510	22	143	399	2	22	1	404	2	2	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	535	0	0	544	0	0	427	0	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.10	0.92	0.92	1.10	0.92	0.97	0.97	0.97	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	87.9%						ICU Level of Service E					
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis










1: Appleton St & Appleton Pl & Massachusetts Ave

2025 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	474	20	126	351	2	20	1	364	1	1	3
Future Volume (Veh/h)	3	474	20	126	351	2	20	1	364	1	1	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			-4%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.90	0.90	0.90	0.62	0.62	0.62
Hourly flow rate (vph)	3	510	22	143	399	2	22	1	404	2	2	5
Pedestrians		21			27			7			27	
Lane Width (ft)		14.0			14.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			3			1			3	
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	428			539			1247	1248	555	1672	1258	448
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	428			539			1247	1248	555	1672	1258	448
tC, single (s)	4.1			4.1			*5.0	*5.0	*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			*3.0	*3.0	*3.0	*3.0	*3.0	*3.0
p0 queue free %	100			86			92	100	40	97	99	99
cM capacity (veh/h)	1113			1028			285	283	668	71	280	734
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	535	544	427	9								
Volume Left	3	143	22	2								
Volume Right	22	2	404	5								
cSH	1113	1028	623	213								
Volume to Capacity	0.00	0.14	0.69	0.04								
Queue Length 95th (ft)	0	12	134	3								
Control Delay (s)	0.1	3.6	22.4	22.6								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.1	3.6	22.4	22.6								
Approach LOS			C	C								
Intersection Summary												
Average Delay			7.8									
Intersection Capacity Utilization			87.9%	ICU Level of Service				E				
Analysis Period (min)			15									
* User Entered Value												

Lanes, Volumes, Timings
2: Appleton St & Appleton Pl










2025 Build PM Peak Hour

						
Lane Group	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	3	25	11	136	360	6
Future Volume (vph)	3	25	11	136	360	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	12	12
Grade (%)	-4%		0%		-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.881		0.875		0.998	
Flt Protected	0.994		0.996		0.953	
Satd. Flow (prot)	1641	0	1626	0	1643	0
Flt Permitted	0.994		0.996		0.953	
Satd. Flow (perm)	1641	0	1626	0	1643	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	178		73		363	
Travel Time (s)	4.9		2.0		9.9	
Confl. Peds. (#/hr)	20	18	9	11	11	20
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	2%	1%	0%
Parking (#/hr)					0	0
Adj. Flow (vph)	5	38	13	162	400	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	175	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Right
Median Width(ft)	11		12		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.02	1.02	1.00	1.00	1.12	0.97
Turning Speed (mph)	15	9	15	9	15	9
Sign Control	Stop		Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	49.3%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















2: Appleton St & Appleton Pl

2025 Build PM Peak Hour

						
Movement	WBL	WBR	SBL	SBR	NEL	NER
Lane Configurations						
Traffic Volume (veh/h)	3	25	11	136	360	6
Future Volume (Veh/h)	3	25	11	136	360	6
Sign Control	Stop		Free		Stop	
Grade	-4%		0%		-4%	
Peak Hour Factor	0.65	0.65	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	5	38	13	162	400	7
Pedestrians	20		18		20	
Lane Width (ft)	11.0		12.0		12.0	
Walking Speed (ft/s)	3.5		3.5		3.5	
Percent Blockage	2		2		2	
Right turn flare (veh)						
Median type			None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	228	38	20		186	147
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	228	38	20		186	147
tC, single (s)	*5.0	*5.0	4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)	*3.0	*3.0	2.2		*3.0	*3.0
p0 queue free %	99	97	99		55	99
cM capacity (veh/h)	918	1117	1581		897	994
Direction, Lane #	WB 1	SB 1	NE 1			
Volume Total	43	175	407			
Volume Left	0	13	400			
Volume Right	38	162	0			
cSH	1089	1581	899			
Volume to Capacity	0.04	0.01	0.45			
Queue Length 95th (ft)	3	1	60			
Control Delay (s)	8.4	0.6	12.3			
Lane LOS	A	A	B			
Approach Delay (s)	8.4	0.6	12.3			
Approach LOS	A		B			
Intersection Summary						
Average Delay			8.7			
Intersection Capacity Utilization			49.3%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

















Lanes, Volumes, Timings
3: Burton St/Forest St & Massachusetts Ave

2025 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	631	2	3	406	98	1	3	9	42	4	74
Future Volume (vph)	220	631	2	3	406	98	1	3	9	42	4	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	12	12	12	12	12	12	12	12	12
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt					0.974			0.908			0.917	
Flt Protected		0.987						0.995			0.983	
Satd. Flow (prot)	0	1676	0	0	1800	0	0	1545	0	0	1713	0
Flt Permitted		0.987						0.995			0.983	
Satd. Flow (perm)	0	1676	0	0	1800	0	0	1545	0	0	1713	0
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		357			87			283			336	
Travel Time (s)		9.7			2.4			7.7			9.2	
Confl. Peds. (#/hr)	19		21			2	19		14	16		21
Confl. Bikes (#/hr)			2			3						1
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Heavy Vehicles (%)	3%	9%	0%	0%	3%	2%	0%	0%	0%	0%	0%	0%
Parking (#/hr)	0	0	0				0	0	0			
Adj. Flow (vph)	237	678	2	3	461	111	2	5	15	52	5	91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	917	0	0	575	0	0	22	0	0	148	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	0.92	1.05	0.92	1.00	1.00	1.00	1.00	1.14	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	
Intersection Summary												
Area Type:	Other											
Control Type: Unsignalized												
Intersection Capacity Utilization 98.0%												
ICU Level of Service F												
Analysis Period (min) 15												

HCM Unsignalized Intersection Capacity Analysis 3: Burton St/Forest St & Massachusetts Ave

2025 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	631	2	3	406	98	1	3	9	42	4	74
Future Volume (Veh/h)	220	631	2	3	406	98	1	3	9	42	4	74
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.88	0.88	0.88	0.60	0.60	0.60	0.81	0.81	0.81
Hourly flow rate (vph)	237	678	2	3	461	111	2	5	15	52	5	91
Pedestrians		21			16			21			19	
Lane Width (ft)		14.0			12.0			12.0			12.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		2			2			2			2	
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	591				701				1811	1771	716	1728
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	591				701				1811	1771	716	1728
tC, single (s)	4.1				4.1				*5.0	*5.0	*5.0	*5.0
tC, 2 stage (s)												
tF (s)	2.2				2.2				*3.0	*3.0	*3.0	*3.0
p0 queue free %	75				100				98	96	97	65
cM capacity (veh/h)	962				887				119	142	569	148
	150				664							
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	917	575	22	148								
Volume Left	237	3	2	52								
Volume Right	2	111	15	91								
cSH	962	887	281	284								
Volume to Capacity	0.25	0.00	0.08	0.52								
Queue Length 95th (ft)	24	0	6	70								
Control Delay (s)	5.6	0.1	18.9	30.7								
Lane LOS	A	A	C	D								
Approach Delay (s)	5.6	0.1	18.9	30.7								
Approach LOS				C	D							
Intersection Summary												
Average Delay				6.1								
Intersection Capacity Utilization				98.0%	ICU Level of Service				F			
Analysis Period (min)				15								
* User Entered Value												

Lanes, Volumes, Timings
4: Massachusetts Ave & West Dr

2025 Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	18	664	498	17	3	9
Future Volume (vph)	18	664	498	17	3	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	10	10
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.996		0.901	
Flt Protected		0.999			0.987	
Satd. Flow (prot)	0	1676	1765	0	1577	0
Flt Permitted		0.999			0.987	
Satd. Flow (perm)	0	1676	1765	0	1577	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		87	240		169	
Travel Time (s)		2.4	6.5		4.6	
Confl. Peds. (#/hr)					19	19
Confl. Bikes (#/hr)				3		
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Heavy Vehicles (%)	0%	2%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	19	714	566	19	5	14
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	733	585	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		10	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.14	1.05	0.92	1.09	1.09
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

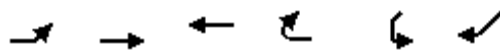
Intersection Capacity Utilization 64.1% ICU Level of Service C




Analysis Period (min) 15

HCM Unsignalized Intersection Capacity Analysis

4: Massachusetts Ave & West Dr

2025 Build PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	18	664	498	17	3	9
Future Volume (Veh/h)	18	664	498	17	3	9
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.88	0.88	0.64	0.64
Hourly flow rate (vph)	19	714	566	19	5	14
Pedestrians		19	19			
Lane Width (ft)		12.0	14.0			
Walking Speed (ft/s)		3.5	3.5			
Percent Blockage		2	2			
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	585				1346	594
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	585				1346	594
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	98				98	98
cM capacity (veh/h)	1000				295	654
Direction, Lane #	EB 1	WB 1	SW 1			
Volume Total	733	585	19			
Volume Left	19	0	5			
Volume Right	0	19	14			
cSH	1000	1700	496			
Volume to Capacity	0.02	0.34	0.04			
Queue Length 95th (ft)	1	0	3			
Control Delay (s)	0.5	0.0	12.5			
Lane LOS	A		B			
Approach Delay (s)	0.5	0.0	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			64.1%	ICU Level of Service		C
Analysis Period (min)			15			

* User Entered Value










Lanes, Volumes, Timings
5: Pine Ct & Massachusetts Ave

2025 Build PM Peak Hour

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↘↙	
Traffic Volume (vph)	668	3	2	518	1	1
Future Volume (vph)	668	3	2	518	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	14	14	14	14	12	12
Grade (%)	0%			0%	-4%	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.999				0.932	
Flt Protected					0.976	
Satd. Flow (prot)	1608	0	0	1641	1587	0
Flt Permitted					0.976	
Satd. Flow (perm)	1608	0	0	1641	1587	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	240			134	415	
Travel Time (s)	6.5			3.7	11.3	
Confl. Peds. (#/hr)		8	8		8	8
Confl. Bikes (#/hr)		1				
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	2%	0%	3%	0%	0%	0%
Parking (#/hr)	0	0	0	0		
Adj. Flow (vph)	726	3	2	576	2	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	729	0	0	578	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.20	1.05	1.05	1.20	1.12	1.12
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	
Intersection Summary						
Area Type:	CBD					
Control Type:	Unsignalized					
Intersection Capacity Utilization	51.6%			ICU Level of Service A		
Analysis Period (min)	15					










HCM Unsignalized Intersection Capacity Analysis 5: Pine Ct & Massachusetts Ave

2025 Build PM Peak Hour

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	668	3	2	518	1	1
Future Volume (Veh/h)	668	3	2	518	1	1
Sign Control	Free			Free	Stop	
Grade	0%			0%	-4%	
Peak Hour Factor	0.92	0.92	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	726	3	2	576	2	2
Pedestrians	8			8	8	
Lane Width (ft)	14.0			14.0	12.0	
Walking Speed (ft/s)	3.5			3.5	3.5	
Percent Blockage	1			1	1	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			737		1324	744
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			737		1324	744
tC, single (s)			4.1		*5.0	*5.0
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		99	100
cM capacity (veh/h)			858		309	564
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	729	578	4			
Volume Left	0	2	2			
Volume Right	3	0	2			
cSH	1700	858	399			
Volume to Capacity	0.43	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.1	14.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	14.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			51.6%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
6: Massachusetts Ave & Quinn Rd










2025 Build PM Peak Hour

						
Lane Group	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	4	662	499	8	22	19
Future Volume (vph)	4	662	499	8	22	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	14	14	14	14
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt			0.998		0.937	
Flt Protected					0.974	
Satd. Flow (prot)	0	1863	1726	0	1808	0
Flt Permitted					0.974	
Satd. Flow (perm)	0	1863	1726	0	1808	0
Link Speed (mph)		25	25		25	
Link Distance (ft)		134	384		203	
Travel Time (s)		3.7	10.5		5.5	
Confl. Peds. (#/hr)	20			21	21	20
Confl. Bikes (#/hr)				7		
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Heavy Vehicles (%)	0%	2%	2%	0%	0%	5%
Parking (#/hr)			6	0		
Adj. Flow (vph)	4	676	554	9	44	38
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	680	563	0	82	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		14	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.10	0.92	0.92	0.92
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	52.9%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis










6: Massachusetts Ave & Quinn Rd

2025 Build PM Peak Hour

						
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	4	662	499	8	22	19
Future Volume (Veh/h)	4	662	499	8	22	19
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.98	0.98	0.90	0.90	0.50	0.50
Hourly flow rate (vph)	4	676	554	9	44	38
Pedestrians		20	21		21	
Lane Width (ft)		12.0	14.0		14.0	
Walking Speed (ft/s)		3.5	3.5		3.5	
Percent Blockage		2	2		2	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584				1284	600
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584				1284	600
tC, single (s)	4.1				*5.0	*5.0
tC, 2 stage (s)						
tF (s)	2.2				*3.0	*3.0
p0 queue free %	100				86	94
cM capacity (veh/h)	977				312	635
Direction, Lane #	SE 1	NW 1	SW 1			
Volume Total	680	563	82			
Volume Left	4	0	44			
Volume Right	0	9	38			
cSH	977	1700	408			
Volume to Capacity	0.00	0.33	0.20			
Queue Length 95th (ft)	0	0	19			
Control Delay (s)	0.1	0.0	16.0			
Lane LOS	A		C			
Approach Delay (s)	0.1	0.0	16.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			52.9%	ICU Level of Service		A
Analysis Period (min)			15			
* User Entered Value						

Lanes, Volumes, Timings
7: West Dr/Mill Brook Br & Quinn Access Rd










2025 Build PM Peak Hour

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (vph)	7	2	29	3	9	3
Future Volume (vph)	7	2	29	3	9	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	9	9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.973		0.988			
Flt Protected	0.962					0.964
Satd. Flow (prot)	1601	0	1877	0	0	1644
Flt Permitted	0.962					0.964
Satd. Flow (perm)	1601	0	1877	0	0	1644
Link Speed (mph)	25		25			25
Link Distance (ft)	315		169			187
Travel Time (s)	8.6		4.6			5.1
Confl. Peds. (#/hr)	2	2		2	2	
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Heavy Vehicles (%)	0%	0%	0%	0%	0%	1%
Parking (#/hr)	0	0				
Adj. Flow (vph)	12	3	50	5	18	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	15	0	55	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.14	1.00	1.00	1.00	1.14	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	18.0%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

















7: West Dr/Mill Brook Br & Quinn Access Rd

2025 Build PM Peak Hour

						
Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	7	2	29	3	9	3
Future Volume (Veh/h)	7	2	29	3	9	3
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.58	0.58	0.58	0.58	0.50	0.50
Hourly flow rate (vph)	12	3	50	5	18	6
Pedestrians	2		2			2
Lane Width (ft)	12.0		12.0			9.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	0		0			0
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	98	56			57	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	98	56			57	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			99	
cM capacity (veh/h)	891	1012			1557	
Direction, Lane #	NW 1	NE 1	SW 1			
Volume Total	15	55	24			
Volume Left	12	0	18			
Volume Right	3	5	0			
cSH	913	1700	1557			
Volume to Capacity	0.02	0.03	0.01			
Queue Length 95th (ft)	1	0	1			
Control Delay (s)	9.0	0.0	5.5			
Lane LOS	A		A			
Approach Delay (s)	9.0	0.0	5.5			
Approach LOS	A					
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization		18.0%		ICU Level of Service		A
Analysis Period (min)		15				

















Lanes, Volumes, Timings
8: Forest St & Peirce St/Ryder St

2025 Build PM Peak Hour

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	2	12	1	3	4	299	3	6	99	1
Future Volume (vph)	8	1	2	12	1	3	4	299	3	6	99	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	11	11	11
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.979			0.979			0.999			0.999	
Flt Protected		0.963			0.967			0.999			0.997	
Satd. Flow (prot)	0	1732	0	0	1739	0	0	1872	0	0	1829	0
Flt Permitted		0.963			0.967			0.999			0.997	
Satd. Flow (perm)	0	1732	0	0	1739	0	0	1872	0	0	1829	0
Link Speed (mph)		25			25			20			25	
Link Distance (ft)		451			157			336			396	
Travel Time (s)		12.3			4.3			11.5			10.8	
Confl. Peds. (#/hr)	5		6	2		1	6		2	1		5
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	25%	1%	0%	0%	0%	0%
Adj. Flow (vph)	10	1	2	18	4	4	4	322	3	7	118	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	13	0	0	26	0	0	329	0	0	126	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	1.00	1.00	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	
Intersection Summary												
Area Type:	Other											
Control Type:	Unsignalized											
Intersection Capacity Utilization	28.9%						ICU Level of Service A					
Analysis Period (min)	15											










HCM Unsignalized Intersection Capacity Analysis 8: Forest St & Peirce St/Ryder St

2025 Build PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1	2	12	1	3	4	299	3	6	99	1
Future Volume (Veh/h)	8	1	2	12	1	3	4	299	3	6	99	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.83	0.83	0.83	0.67	0.25	0.75	0.93	0.93	0.93	0.84	0.84	0.84
Hourly flow rate (vph)	10	1	2	18	4	4	4	322	3	7	118	1
Pedestrians		6			2			6			5	
Lane Width (ft)		11.0			11.0			12.0			11.0	
Walking Speed (ft/s)		3.5			3.5			3.5			3.5	
Percent Blockage		1			0			1			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	481	474	130	474	472	330	125			327		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	481	474	130	474	472	330	125			327		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.3			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.4			2.2		
p0 queue free %	98	100	100	96	99	99	100			99		
cM capacity (veh/h)	482	485	914	492	485	711	1324			1242		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	13	26	329	126								
Volume Left	10	18	4	7								
Volume Right	2	4	3	1								
cSH	520	515	1324	1242								
Volume to Capacity	0.02	0.05	0.00	0.01								
Queue Length 95th (ft)	2	4	0	0								
Control Delay (s)	12.1	12.4	0.1	0.5								
Lane LOS	B	B	A	A								
Approach Delay (s)	12.1	12.4	0.1	0.5								
Approach LOS	B	B										
Intersection Summary												
Average Delay			1.2									
Intersection Capacity Utilization			28.9%		ICU Level of Service					A		
Analysis Period (min)			15									










Lanes, Volumes, Timings
9: Ryder St & South Dr

2025 Build PM Peak Hour

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	11	1	6	3	0	10
Future Volume (vph)	11	1	6	3	0	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor						
Frt	0.986		0.955			
Flt Protected	0.957					
Satd. Flow (prot)	1793	0	1507	0	0	1402
Flt Permitted	0.957					
Satd. Flow (perm)	1793	0	1507	0	0	1402
Link Speed (mph)	25		25			25
Link Distance (ft)	269		157			797
Travel Time (s)	7.3		4.3			21.7
Confl. Peds. (#/hr)	6	5		6	5	
Confl. Bikes (#/hr)				1		
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Heavy Vehicles (%)	0%	0%	0%	25%	0%	22%
Parking (#/hr)			0	0	0	0
Adj. Flow (vph)	18	2	10	5	0	24
Shared Lane Traffic (%)						
Lane Group Flow (vph)	20	0	15	0	0	24
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.14	1.00	1.00	1.14
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	16.7%			ICU Level of Service A		
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis 9: Ryder St & South Dr

2025 Build PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	11	1	6	3	0	10
Future Volume (Veh/h)	11	1	6	3	0	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.62	0.62	0.59	0.59	0.42	0.42
Hourly flow rate (vph)	18	2	10	5	0	24
Pedestrians	6		6			5
Lane Width (ft)	12.0		12.0			12.0
Walking Speed (ft/s)	3.5		3.5			3.5
Percent Blockage	1		1			0
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	48	24			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	48	24			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1048			1599	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	20	15	24			
Volume Left	18	0	0			
Volume Right	2	5	0			
cSH	964	1700	1599			
Volume to Capacity	0.02	0.01	0.00			
Queue Length 95th (ft)	2	0	0			
Control Delay (s)	8.8	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	8.8	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		3.0				
Intersection Capacity Utilization		16.7%		ICU Level of Service		A
Analysis Period (min)		15				



Town of Arlington, Massachusetts

Discussion: Thorndike Place Comprehensive Permit

Summary:

John V. Hurd, Chair

ATTACHMENTS:

Type	File Name	Description
▢ Reference Material	Revised_BOS_letter_to_ZBA_re_Thorndike_40B_application_2016.pdf	Reference

OFFICE OF THE BOARD OF SELECTMEN

DIANE M. MAHON, CHAIR
DANIEL J. DUNN, VICE CHAIR
KEVIN F. GREELEY
STEVEN M. BYRNE
JOSEPH A. CURRO, JR.



730 MASSACHUSETTS AVENUE
TELEPHONE
781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

November 14, 2016

RE: Application for a comprehensive permit for “Thorndike Place”

Dear Members of the Zoning Board of Appeals:

On behalf of the Arlington Board of Selectmen, please accept the following initial comments in regard to the above noted comprehensive permit application. [At your request](#), these initial comments are submitted to the Zoning Board of Appeals (“ZBA”) pursuant to G.L. c.40B, s.20. We reserve our rights to submit additional comments in this matter as warranted, and pause to note that we very much respect the authority of the ZBA and do not presume to direct you, but nonetheless hope you will receive this correspondence as an expression of our earnest opinion as a body and support of the difficult work ahead of you.

As an initial matter, we thank the ZBA for its careful consideration and assertion of the Town’s “safe harbor” status based on 1.5% of applicable land area in Arlington being dedicated to affordable housing. While it is our understanding that the applicant, Arlington Land Realty, LLC (also commonly referred to as “Oaktree” or the “Mugar Development”) has already appealed the ZBA’s articulation of safe harbor status, and such status may be contested at various levels, we agree that any reasonable reading of the law supports our safe harbor status. More importantly, we believe that the safe harbor status you articulated accurately reflects the reality of Arlington – a dense residential community which has consistently worked to support and grow its affordable housing stock in responsible manner in the context of very limited available developable land.

Furthermore, as the ZBA is aware, on August 18, 2015, this Board of Selectmen wrote a detailed comment letter to MassHousing urging MassHousing not to issue project eligibility approval for this application. We have attached our letter to MassHousing

hereto. Although MassHousing opted to grant project eligibility to the applicant, despite the Board of Selectmen's substantial concerns and objections, we hope the Board of Appeals will scrutinize the application strenuously based upon the same concerns we previously articulated. Our prior comments remain accurate today and speak directly to the Zoning Board of Appeals' jurisdiction pursuant to both statute and regulations. In our view, The comprehensive permit application submitted by Arlington Land Realty, LLC is a much like its submissions for project eligibility to MassHousing – grossly incomplete.

As we stated to MassHousing last year, attempting to place 219 dwelling units on less than 6 acres of upland—a density of greater than 37 units per acre—is inconsistent with our understanding of decades of plans and planning in Arlington and troubling given the well chronicled constraints of the locus.

One of the most notable constraints of the locus (one on which we have heard considerable public comment) is the extensive on-site wetland resources the site presents, and its important function for flood control. We previously strenuously urged the applicant to provide more detailed plans and information on its means of addressing this specific constraint and appurtenant concerns. We were told those details would be forthcoming. Yet instead, the applicant now seeks waivers of Arlington's Wetland Bylaw and Regulations in their entirety. In light of these facts, we urge the ZBA of Appeals to deny the applicant's overbroad and unsubstantiated request to waive the requirements of Arlington Wetlands Bylaw and Regulations, along with other blanket waivers the applicant desires without reasonable bases.

Additionally, our public comment process garnered significant concerns about traffic, ecological impacts, and a host of other matters. To assist the ZBA evaluate the technical aspects of the comprehensive permit application, including an analysis of the application's impacts on wetland resources noted above, but also including traffic impacts and consistency with the Town's long standing land use, open space and affordable housing plans, we also urge the ZBA to avail itself of its broad rights and authority pursuant to G.L. c.44, s.53G.

As the ZBA knows and your Comprehensive Permit Regulations permit, the ZBA is free to require the applicant to pay for the Board's hiring of experts in a variety of technical areas. The ZBA's authority pursuant to s.53G is extremely broad; limited only to a prohibition of using s.53G funds for legal counsel; all other consulting services are available to assist the Board. It is our view that availing yourselves of these resources to the maximum extent possible is essential to developing a record to not only support whatever substantive conclusions you find about the application as a body in reaching a decision, but to defend such decision from future litigation and appeals should the need arise. We trust that your decision will be thorough and detailed, consistent with the quality service the ZBA provides to Arlington. However, given the criticism and challenges you may well face, we hope you will actively seek whatever support necessary from the Town to leave no stone unturned and render your determinations as precisely and powerfully as possible.

In sum, mindful of our role as the Board of Selectmen, we respectfully register our ongoing concern that what little we have seen from the applicants does nothing to assuage common sense doubts that a project of this magnitude on such a problematic site is feasible or appropriate for Arlington. The Board remains committed to assisting the Board of Appeals enforce the rules and regulations of the Town and ensure the protection of Arlington residents' health and safety.

We look forward to being of assistance.

Very truly yours,

Diane M. Mahon, Chair
BOARD OF SELECTMEN



Town of Arlington, Massachusetts

Additional Traffic Calming Request for Magnolia Park Entrance on Thorndike Street

Summary:

Bill Palmteer, 112 Thorndike Street

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	B._Palmteer_CR_6.14.20.pdf	B. Palmteer Request 6.14.20
▢	Reference Material	4.8.19_Board_Approval_Magnolia_Park_Entrance.pdf	4.8.19 Select Board Approval, Magnolia Park Entrance

From: bill palmteer <bill.palmteer@gmail.com>
To: Fran Reidy <FReidy@town.arlington.ma.us>
Cc: Marie Krepelka <MKrepelka@town.arlington.ma.us>, Ashley Maher
<AMaher@town.arlington.ma.us>, Lauren Sweetser <LSweetser@town.arlington.ma.us>
Date: Sun, 14 Jun 2020 00:01:43 -0400
Subject: Re: Magnolia Park Entrance

Hi Yall,

Please see attached photo. I just wanted to let all parties know that luckily this turned out not to be such a serious incident. A boy on his scooter had his foot run over by a food delivery vehicle this week. I tell the neighborhood kids to be careful and look both ways. Since I have young kids at my house many of the neighborhood kids cross the street to come to my house, often not looking. This incident occurred because a delivery vehicle was going a bit too fast and the kid was not paying attention and was injured.

I would like to see if you can reconsider putting something in place that makes drivers a bit more aware of the area before someone gets more seriously hurt.

As you can see from the pics the signs that were put in first are not very visible due to trees... Also, if any of you are involved in the shared streets program, this is a perfect example of delivery cars/trucks not knowing the neighborhood and going too fast. Putting kids with/without their parents in the streets and limiting traffic to ONLY outside delivery vehicles is not a good practice.

On Wed, Apr 3, 2019 at 2:08 PM Fran Reidy <FReidy@town.arlington.ma.us> wrote:
Hello Mr. Palmteer,

The Select Board office received the response from the Transportation Advisory Committee re traffic calming on Thorndike Street at the entrance to Magnolia Park. This will be an agenda item for approval on the Board meeting this Monday night, April 8. Attached are the TAC recommendations for you to see. It is not necessary for you to attend the meeting unless you wish to.

Thank you,

Fran

Fran Reidy
Select Board Office
Town of Arlington
781-316-3023
781-316-3029 fax







OFFICE OF THE SELECT BOARD

DIANE M. MAHON, CHAIR
DANIEL J. DUNN, VICE CHAIR
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JOHN V. HURD
STEPHEN W. DECOURCEY



730 MASSACHUSETTS AVENUE
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781-316-3020
781-316-3029 FAX

TOWN OF ARLINGTON
MASSACHUSETTS 02476-4908

MEMORANDUM

TO: Howard Muise, Chair
Transportation Advisory Committee

FROM: Marie A. Krepelka
Board Administrator

DATE: April 16, 2019

RE: Magnolia Park Entrance

The Select Board at the meeting of April 8th approved the attached TAC recommendations for traffic calming on Thorndike Street at Magnolia Park Entrance.

- a) No parking 20 feet either side of the park entrance on the southbound side of Thorndike Street; and
- b) Install playground warning signs on both approaches to the park entrance.

Please contact our office with any questions.

cc: Jim Feeney, Assistant Town Manager
Stacey Mulroy, Acting Director of Recreation
Dan Warren, Department of Public Works
Corey Rateau, Traffic and Parking Unit
Daniel Amstutz, Senior Transportation Planner
Bill Palmteer



TRANSPORTATION ADVISORY COMMITTEE

Town of Arlington

Planning and Community Development Department, 730 Mass Ave,

Arlington MA, 02476

c/o Daniel Amstutz

To: Select Board

From: TAC

Subject: Traffic Calming on Thorndike Street at Magnolia Park Entrance

Date: April 8, 2019

At its October 22, 2018 meeting, the Select Board voted to forward to TAC a request for traffic calming on Thorndike Street at the Magnolia Park entrance. The request was made by Bill Palmteer, a resident of Thorndike Street. Dan Amstutz, Senior Transportation Planner with the Planning Department, met with Mr. Palmteer to better understand his concern, which primarily involved making drivers more aware of the Park entrance, especially for drivers who may not use the street regularly. Thorndike Street adjacent to Magnolia Park south of Herbert Road is a dead end street. At the end is a gravel roadway and path leading to Thorndike Park. Thorndike Street is sometimes used by drivers to drop off and pick up people accessing Alewife Station. Also, people using the dog park or the playing field may park on Thorndike Street and use the Thorndike Street entrance to the park.

Based on Mr. Amstutz's site visit and meeting with Mr. Palmteer, the TAC voted to recommend the following:

- The Select Board should establish a no parking area 20 feet either side of the park entrance on the southbound side of Thorndike Street. This would eliminate parked cars blocking driver's view of people exiting the park entrance.
- The Department of Public Works should install playground warning signs on both approaches to the park entrance.

Respectfully submitted,

Howard Muise, TAC Chair

Transportation Advisory Committee Members:

Daniel Amstutz (Planning Department), Wayne Chouinard (Public Works Department), Lenard Diggins, Charles Giroux, Michael Gordon (Secretary), Brian Kmetz, Melissa Laube, Jeff Maxtutis, Howard Muise (Chair), Officer Corey Rateau (Police Department), and Scott Smith,

Web site: www.arlingtonma.gov/tac



Town of Arlington, Massachusetts

Property at 400-402 Massachusetts Avenue

Summary:

Christopher Loreti, 56 Adams Street

ATTACHMENTS:

	Type	File Name	Description
▢	Reference Material	CR_C._Loreti_6.29.20.pdf	Reference

From: Chris Loreti <cloreti@verizon.net>
To: JHurd@town.arlington.ma.us
DMahon@town.arlington.ma.us, JCurro@town.arlington.ma.us, SDecourcey@town.arlington.ma.us,
Cc: LDiggins@town.arlington.ma.us, Marie Krepelka <mkrepelka@town.arlington.ma.us>, Adam Chapdelaine
<achapdelaine@town.arlington.ma.us>
Date: 06/22/2020 12:16 PM
Subject: Fwd: Additional Comments: Docket 3624, 400-402 Massachusetts Avenue

CAUTION: This email originated from outside of the Town of Arlington's email system. Do not click links or open attachments unless you recognize the REAL sender (whose email address in the From: line in "< >" brackets) and you know the content is safe.

Dear Select Board Chair Hurd,

I am forwarding to you a message I just sent to the ZBA regarding tomorrow's public hearing for the property at 400-402 Massachusetts Avenue. Ordinarily, I would not copy such correspondence to the Select Board, but in this case, I am making an exception given your business relationship with the applicant and the Select Board's role in appointing the ZBA.

As you well know, the subject property is the location of your professional office. You should also know that as an elected official you are prohibited not only from having an actual conflict of interest but also from giving the appearance of a conflict of interest. In the case of this proposed development, the special treatment afforded by the town to your landlord, namely by ignoring significant requirement of the town's zoning bylaw, raises serious questions about the latter.

The town's referral of the proposed development to the ZBA for a special permit fails to comply with the town's zoning bylaw in that the ZBA is not authorized to grant special permits for mixed-use developments (such developments requiring Environmental Design Review by the ARB) and due to the fact that the proposal includes an apartment building use prohibited in the B1 zoning district of the property. You can read the attached message and my earlier emails to the ZBA for additional information.

Given your role as the Chair of the town's Select Board and your business relationship with the applicant for this special permit, I strongly suggest that you ensure that Arlington's zoning bylaw be followed to the letter, and in particular that the mixed-use zoning bylaw be applied in accordance with the way it was presented to and passed by Town Meeting in 2016.

Sincerely,

Christopher Loreti
56 Adams St.

p.s. to Marie Krepelka, please make this email string and attachment part of the Select Board's official correspondence.

----- Forwarded Message -----

Subject:Additional Comments: Docket 3624, 400-402 Massachusetts Avenue

Date:Mon, 22 Jun 2020 11:42:30 -0400

From:Chris Loreti <cloreti@verizon.net>

To:CKlein@town.arlington.ma.us

CC:zba@town.arlington.ma.us

Dear ZBA Chair Klein:

Last week, I wrote to you concerning the fact that the subject special permit hearing has been directed to the wrong board. Since only the ARB can grant special permit for mixed uses, this proposal must be heard by the ARB if the applicant wishes to obtain a special permit for a mixed use.

Upon further review of the application, it is clear that the proposal does not even qualify for a mixed-used special permit. When the mixed-use zoning bylaw amendment was passed in 2016, the ARB made clear to Town Meeting that uses not individually allowed in a particular zoning district could not be allowed merely by making them part of a mixed-use development. Yet that is exactly what is happening for the 4-unit apartment building proposed for the subject property. Under Arlington's zoning bylaw, once a residential structure has more than 3 units, it is considered to be an apartment building, and apartment buildings are not allowed in the B1 zoning district, including the subject property.

I have attached excerpts of the certified transcript of the 2016 Annual Town Meeting at which the mixed-use zoning change was approved. You can see from the testimony of ARB Chair Andrew Bunnell (Page 50, Line 3) that any proposed use must fit with what is already allowed under zoning (i.e., it must also be allowed by right or special permit outside of a mixed use development). ARB member Mike Cayer emphasized this point (Page 66, Line 16) stating that "only the uses that are permitted in a particular district are the ones that can happen in a mixed use in that district" noting that the ARB had worked with the head of Inspectional Services and Town Counsel on the wording resulting in that interpretation. It was on this basis that Town Meeting approved mixed use.

Thus it is notable that the staff memo that attempts to justify an apartment building at the subject property comes not from the head of Inspectional Services (the town's Zoning Enforcement Officer) or Town Counsel, but rather from a relatively new employee in the Planning Department who has no authority to enforce the zoning bylaw and to my knowledge was not even employed by the town at the time of the Town Meeting vote to amend the zoning bylaw to include mixed use.

Notwithstanding the fact that the ZBA is the wrong board to hear this proposal, it is important for the ZBA to understand the absurd outcomes that could result from the Planning Department's incorrect interpretation of the mixed-use bylaw amendment. By this incorrect interpretation not just a 4-unit apartment building and office could be permitted, but a 10-unit apartment building with a fast food

restaurant or bank could also be permitted as mixed-uses in this B1 district, even though none of those uses are allowed individually. Or a mixed use consisting of a gas station and a convenience store could be permitted on this B1 lot even though neither is allowed in the B1 district.

As you know, the first finding that the special permit granting authority must make before granting a special permit is that the requested use is listed as a special permit use for the applicable district (Arlington Zoning Bylaw Section 3.3.3 (A)). Clearly, this proposal fails to meet that basic criterion for the proposed apartment building. In addition, if the applicant suggests there is ambiguity or inconsistency in the Zoning Bylaw with respect to individual uses in mixed-use developments, the bylaw requires that the provision that imposes the greater restriction or the higher standard shall govern (Arlington Zoning Bylaw Section 1.4), and thus the provisions of Section 3.3.3 (A) must prevail for the individual uses making up the mixed-use.

Thank you for considering these comments and attached document. I request that you make them part official the record for this hearing and share them with your colleagues on the ZBA.

Sincerely,

Christopher Loreti
56 Adams St.

Attachments:

File: [Article 6 Excerpts 2016
ATM.PDF](#)

Size:
1412k

Content Type: application/pdf

ORIGINAL

**TOWN OF ARLINGTON
ANNUAL TOWN MEETING**

MONDAY, APRIL 25, 2016

Session 1

Robbins Memorial Town Hall Auditorium

730 Massachusetts Avenue

Arlington, Massachusetts 02476



CAMBRIDGE TRANSCRIPTIONS

675 Massachusetts Avenue

Cambridge, MA 02139

(617) 547 -- 5690

www.ctran.com

1 I live on Lombard Terrace, close to three blocks, two long
2 blocks from Mass. Ave. I'll be voting against this, I
3 believe. But I'd like to say a few things. I think it's
4 dreadful that we're presented with all these changes as one
5 article. Some I would vote for, some I would vote against.
6 I attended at least one of the meetings about this,
7 approximately a week and a half or two weeks ago. I find
8 all this difficult to absorb, and it's too multifaceted for
9 me to swallow one vote. And that's part of the reason why
10 I would vote no. I would recommend that ARB postpone the
11 vote to give people another vote, at least to give us time
12 to want to vote yes. But as it is, tonight I would vote
13 no.

14 What is the neighborhood business district?
15 There's a paragraph in this thing about a neighborhood
16 business district, and I'm wondering -- I read it but --

17 MR. JOHN LEONE: Ms. Weiner? Or Mr. Bunnell
18 (Indiscernible)

19 MR. ANDREW BUNNELL: The feature of the
20 neighborhood district, business district --

21 MR. JOHN LEONE: Introduce yourself. -

22 MR. ANDREW BUNNELL: Andrew Bunnell, Chair of the
23 Redevelopment Board. If you could bring out my slides
24 again, I could point out where that is on the map.

25 (Indiscernible). It's a little unclear on the map, but the

1 second line on our key here is B2, neighborhood business
2 district. And these are interspersed throughout town.
3 They are traditionally small businesses, districts with
4 smaller businesses.

5 You won't see major developments going in in this
6 kind of a district. It usually comes into a neighborhood -
7 - it has to comply with what's already permitted in that
8 district. And it also has to be within the character of
9 the neighborhood. And part of the reason that the ARB has
10 decided to keep special permit review over this is so that
11 we can be assured that we're protecting neighborhoods from
12 being overrun and seeing that "Palo Alto effect" that the
13 other speaker talked about. It is important to us that
14 there is some review over these projects from the
15 beginning, so that we're not seeing monstrosities coming to
16 town, and seeing the kinds of things that people don't
17 want.

18 It is an open process, the special permit is a
19 collaborative, open process where people do have the
20 opportunity to come in and speak their case, and advise the
21 ARB on how we should be voting and what projects we should
22 be looking at, what projects we should say, maybe time to
23 go back to the drawing board and come back with something a
24 little more appropriate for the neighborhood and for the
25 use that you're requesting.

1 MR. ANDREW FISCHER: -- and the answer was yes,
2 so I def --

3 MR. ANDREW BUNNELL: Well, that's actually not
4 true. Mixed use is any use that would be more than one
5 use. It can't be sold as residential. Again, it has to
6 fit with a permitted use; a parking garage won't be
7 permitted in there, because a parking garage isn't
8 permitted. A residential on top of a gas station won't be
9 permitted if that use is not already permitted. It has to
10 fit what's already allowed under zoning, and it has to fit
11 within the character of the neighborhood being considered.

12 MR. JOHN LEONARD: At any rate, I would support
13 Mr. Loreti's amendment, for the reason I just said. And
14 the other reason I'm going to vote no is that I can't find
15 anybody that wants higher density in the town, not in my
16 precinct, anyway, when I talk with people. And the theory
17 that we're obligated to go higher and higher density
18 because of the world and greenness, I don't buy it. I
19 happen to think we're at optimal density right now. I
20 think we've already done more than our job. There are
21 equally valid reasons to say high density is not healthy.
22 So, that's my feeling then. I would repeat everything that
23 the previous speaker also said. Thank you.

24 MR. JOHN LEONE: Thank you very much. Mr.
25 Worden.

1 it that said "5,000." There wasn't any intent to change
2 that. So, instead of the dash, the scrivener's error that
3 we've corrected now with the Town Clerk and provided to the
4 Clerk and the Moderator, is to change that dash to a
5 "5,000." So, hopefully, that's clear.

6 MR. JOHN LEONE: If you'll all make that change
7 administratively to your report, we'll just go with it as
8 we proceed. Go ahead, Mr. Cayer.

9 MR. MIKE CAYER: Thank you. So, I want to start
10 by saying, zoning is hard. It's hard and we do it first,
11 which, frankly, I think is a disservice to both zoning and
12 for helping the town move some of these things forward.

13 But, be that as it may, that's what we're doing.
14 We're here tonight to talk about Articles 6 and 7,
15 hopefully, eventually.

16 So, the first thing I want to talk about is
17 correct a couple of things that were talked about earlier.
18 There was a statement made that said that any commercial
19 use can be snuck in to the mix -- the definition that's
20 been put forth before you, in a mixed use development. So,
21 you know, you can put a meat-processing plant on the first
22 floor if you so choose, and if those rascals on the
23 Redevelopment Board approve it, then you're going to have a
24 meat-packing plant on the first floor.

25 That's not correct. We've worked with both the

1 Inspectional Services, the head of Inspectional Services,
2 as well as Town Counsel on the wording that's before you.
3 And only the uses that are permitted in a particular
4 district are the ones that can happen in a mixed use in
5 that district. So, just to clarify on that point.

6 The second point I want to bring up is, with
7 respect to height, I think we've clarified a few things
8 with respect to height. But I want to clarify two others.

9 Number one is, is, you've heard some people talk
10 about a four-story buffer, okay? What that is, is what
11 we're really talking about there is if a proposed mixed use
12 is next to resident, then, instead of being five stories,
13 you can only build four. That's a buffer zone, okay? You
14 cannot go all the way up, and what's already in there stays
15 in there, okay? It's only in the more commercial spine,
16 where you've got other big buildings around you, that
17 you'll be able to go to the maximum height.

18 Now, the important thing on this, though, is that
19 what this does is it actually, from the streetscape, limits
20 the height of the buildings even further down, because what
21 you've also heard is about stepbacks. And a stepback means
22 that as you go up to that fifth floor, or as you go above
23 three, you have to move those next floors back seven and a
24 half feet. So that from the streetscape now, you're only
25 going to see three stories.

C E R T I F I C A T E

I, Buchanan Ewing, do hereby certify that the foregoing transcript is a true and accurate record of the aforementioned matter prepared to the best of our knowledge, skill, and ability.



Buchanan Ewing

6/2/16

Date

Notary Public No. 17610 DNP

My commission expires June 15, 2018

CAMBRIDGE TRANSCRIPTIONS

Approved Court Transcriber



Town of Arlington, Massachusetts

NEW BUSINESS



Town of Arlington, Massachusetts

Next Scheduled Meeting of Select Board July 20, 2020

Summary:

You are invited to a Zoom webinar.

When: Jun 29, 2020 07:15 PM Eastern Time (US and Canada)

Topic: Select Board Meeting

Please click the link below to join the webinar:

<https://zoom.us/j/96652143140>

Or iPhone one-tap :

US: +13126266799,,96652143140# or +16468769923,,96652143140#

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Webinar ID: 966 5214 3140

International numbers available: <https://zoom.us/u/adThW0dviV>

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Members of the public are asked to send written comment to amaher@town.arlington.ma.us by June 29, 2020 at 3:00 p.m.

Documents regarding agenda items will be made available via Novus Agenda and the Town's Website.

<https://www.mass.gov/doc/open-meeting-law-order-march-12-2020/download>